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48760

TWO PHOTOS: SANDY BURTON

THE Copper Basin AND San Manuel Arizona RAILROADS

0 71896 48760 2 02

KODACHROME: STEVE TURKENKOPF

TUSCAN RED E8s from the Blue Mountain & Reading created a timeless "Pennsy Middle Division" scene at Duncannon, Pa., on November 1, 1987, as they headed west on an excursion over Conrail from Temple (Reading) via Harrisburg to Altoona and Horseshoe Curve. The sold-out 17-car train carried 1100 passengers and required a pair of Conrail SD40 helpers over the Curve. See page 26 for details.

Railnews

KODACHROME: ALYN SPECHT

NEW JERSEY TRANSIT is receiving ten "GP40FH-2s" from Morrison-Knudsen. They are GP40s with HEP units and F45 hoods. The 4131 was at Harrison, N.J., on November 14. See page 26.

KODACHROME: NORM ANDERSON

MARYLAND'S MARC is getting six "GP39H-2s" from Morrison-Knudsen. They are modified GP40s with 12-cylinder engines and HEP units. The 73 was at Boise, Idaho, on October 27. See page 26.

KODACHROME: WILLIAM WHEELOCK

THE INDIANA RAILROAD operates the former IC between Indianapolis and Sullivan, Ind. CF7 200 is shown making its first run in a new Monon-inspired livery October 16, 1987. See page 28.

KODACHROME: SANDY BURTON

PINSLY'S NEW FLORIDA MIDLAND began operating three unconnected ex-SBD branches in November. Former Florida Central CF7 2643 was at Plymouth on November 7, 1987. See page 28.

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From the Publisher's desk: Winter Railfanning.

If you live in the warmer parts of the country, you possibly have never experienced the fun and occasional frustrations of wintertime rail photography. One February I was alerted by phone about an NYC Niagara (4-8-4) eastbound on the West Shore with an all-Pullman troop train. This was most unusual in that the Niagaras were never used on the River Division. The snow was fairly deep, the weather icy cold and the wait was about three hours. Finally the 6007 came 'round the curve at Bergenfield and roared by, captured for posterity with the Medalist on Super X. The troop cars were empty, having unloaded a trainload of cadets at West Point, and the train was proceeding to Weehawken for turning. Worth the wait and cold? You bet!

Snow also produced some interesting special runs to keep the tracks clear. One heavy snow storm had Eastern Seaboard motor and air traffic paralyzed, but the New York Central kept its lines open by running K-11 Pacifics back and forth. In areas with heavier snow, flangers and plows would do the job. Rotary plows were most spectacular of all, throwing snow hundreds of feet.

Worth the trip? You bet!

The cold was not without its problems. One wintry trip while riding a caboose ahead of the locomotive, my movie camera got so cold that it started to freeze, causing the film to be overexposed. Camera lenses react to changes of cold and heat, raising havoc with other than single lens reflex cameras since often the photographer doesn't know that the lens has a coating of steam.

It was on a wintry day with the late Judge Stan Bradley that I finally gave up on my trusty Medalist (a superb camera despite a few minor faults) and decided to go for a 4x5 Speed Graphic with a focal plane shutter. It was so cold that the Medalist froze completely, as did Stan and I. The 4x5 later proved its worth over and over in frigid weather.

Train travel was invariably dependable although, there were times when drifts were just too much for even the biggest of plows and locomotives. The trains usually got through.

I'll never forget the wintry night's ride on the *Erie Limited*, snug in a warm Pullman bedroom with several friends, watching struggling highway traffic bogging down in ever deepening snow. Every so often we'd call the porter and make use of his gracious services. The *Limited* arrived in Chicago next morning on schedule, while others also heading for Chicago had landed in Cincinnati, Dubuque and other cities.

Riding the *Electroliner* in the snow was another thrill, especially if you could get the up front railfan seat opposite the motorman's cab. Not quite as speedy but fun was a wintertime fantrip on a warm Third Avenue trolley in snowy weather. Frequent photo stops made for wet clothes, soggy shoes and steamed lenses, but those snow scenes always had that extra bit of interest because they were so different and the city seemed clean. There was also a great opportunity to get some of the trolley sweepers and plows in the type of weather for which they were built, still emblazoned with long-gone Union Railway lettering.

Now, how about getting up early for that next big snow to catch a stack packer on the hill or maybe some commuter trains during the rush? Plan it right and get the monochrome effect of a gray day with just a spot of color from a red light!

Hal

RAILFAN & RAILROAD

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Cover

The copper mining region around Hayden, Arizona, has long been an interesting one for railfans with the San Manuel Arizona's colorful orange units (such as GP39-2s 16 and 17 on one of the timber trestles at Mammoth on July 19, 1986), plus Kennecott and Southern Pacific power. Now a new name has arrived on the scene: the Copper Basin Railway, which continues the SP and KCC images while adding its own hues of gray and green on a fleet of rebuilt Geeps, such as the trio of GP18s here working the Ore Drag at Hayden on October 24, 1986. For the full story see the feature article beginning on page 33. Kodachromes by Sandy Burton.

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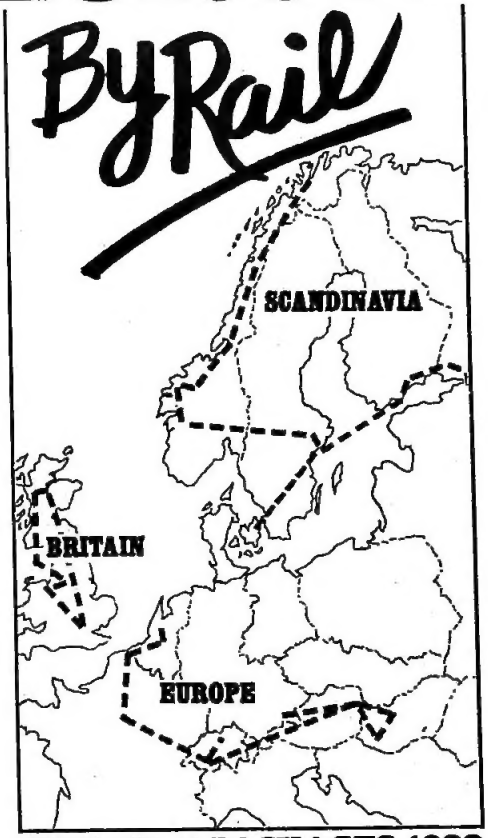

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Safety and Mars lights

I got a big kick out of Mr. Conway's letter in the December issue about Mars lights, being the designer and manufacturer of the original Mars "figure 8" Locomotive Warning Signal (on C&NW 2908, an E2A Pacific assigned to the "*400*"). Fifty years ago, Mr. Conway would have been an excellent salesman for us, as the writers as well as the Mars Group were considered a "little balmy" for "wiggling a light beam around." With the original help of Mr. Charles Longman, chief safety engineer and then president of the C&NW, we created a help to railroad safety.

Thank you, Mr. Conway, for that interesting letter. Hearing that kind of testimony from a locomotive engineer is a fine compliment indeed.

GRANT V.W. ROTH
Chairman of the Board
Ace Foundry Company
Chicago, Ill.

We followed up this letter with a phone call to Mr. Roth, who talked with us at length about the Mars light. The name refers to Frank Mars, better known for the Mars Candy Company, who was the financial backer for the safety light company. The original "Mars lights," using the figure-8 pattern, were used on fire apparatus, and the C&NW 2908 was its first railroad application—J.B.

Safety and the Susquehanna

In his December 1987 FROM THE PUBLISHER'S DESK, Hal Carstens makes many valid points about the bad reception the Susquehanna has been wrongfully receiving. Ironically, on the same day I received that issue, one of the top news stories that evening was "Two teens in stable condition after being hit by train." They were hit by an NYS&W work train after supposedly trying to "beat the train" at the crossing. Luckily, both are in good condition, although their car was totalled. This event will, no doubt, add fuel to the NYS&W fire. Although the accident was apparently not the Susquehanna's fault, angry parents will probably use this event as a further evidence that the railroad is "dangerous." As I am both a big (read *BIG*) Suskie fan and a high school junior. I believe that with proper and safe behavior around trains, people need not be hurt. Yet in the three years I have been in high school, three classmates have been killed by N.J. Transit commuter trains, a very frightening statistic. Many teens my age have fun "beating trains" at crossings or riding their motorcycles along the roadbed. As I said, frightening.

I believe that Operation Lifesaver programs are important but, should focus on teenagers, as most rail-related deaths are inflicted upon them. Operation Lifesaver movies are extremely effective; after all, would *you* like to be the person pinned in front of an SD45? So, if true rail safety is expected, *all* age groups must be informed. Then perhaps roads like the Susquehanna will not get the "bum rap" they are wrongfully getting now.

PAUL TUPACZEWSKI
Boonton, N.J.

The Mississippian Tradition

I read with interest the story on the Mississippian Railway in the December issue. Of particular interest, was the Magnolia State Railway tourist operation.

The Red River Valley Railroad Historical Society, Inc., which is also the Ark-La-Tex Chapter NRHS of Shreveport, Louisiana, was the party which purchased the two former DL&W m.u. commuter coaches from Magnolia State. The two coaches will be used on a new tourist railroad which is planned in conjunction with the city's Parks & Recreation Department. The Society is currently restoring the coaches inside and out as true

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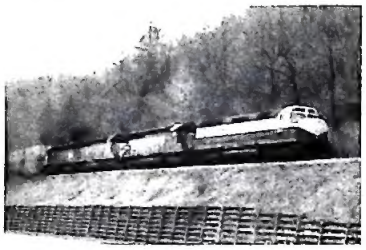

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PAUL J. CIRULLI
Acquisition Committee Chairman
Shreveport, La.

I enjoyed the Mississippian article in the December issue very much. I visited this fine operation several times from 1963 on and was always warmly received by the Carlisle brothers. I never new Buddy, but if he is anything like his father, he is a nice person.

AL SHADE
Columbia Station, Ohio

I would like to make a few corrections and clarifications to my Mississippian article in the December issue. The photo on page 61 of AT&N 4-6-0 302 is credited to Tom Lawson, but is actually a J.B. Allen or G.P. Vance photo from Tom's collection.

The photo on page 63 by Victor Hand is at Four-Mile Creek (near Milepost 4) south of Smithville and is the same location as David Johnston's photo of Alco S2 314 on page 64, lower left.

The old and revered Tweetsie may have operated out of Boone, N.C., but today's version, which did the journal work on the 77 (page 65), is at Blowing Rock, N.C., a few miles away.

JOHN A. CRAFT
Eutaw, Ala.

More on IRM

On page 46 of the December 1987 issue, mention is made of the Illinois Railway Museum's MN&S Baldwin center-cab 21 operating as the shop switcher on Member's Day, September 26-27. I was there at "Members Weekend" and the 21 was running but didn't move the entire weekend, though it was planned to.

Unfortunately, part of the IRM main line was out of service west of the Olson Road crossing (due to a sag in the track) which cut down on the number of trains that could be handled at one time. About six to seven trains were running, and delays just got longer and longer with the schedule thrown out by mid-afternoon Sunday. The result was lack of time to run 21, as other movements occupied the limited track space at the station.

Also, on Sunday around 3:00 p.m., the C&NW stopped to set out the IRM's Milwaukee Road 760, the first Fairbanks Morse locomotive constructed at Beloit. It was returning from Chrome Locomotive after some truck work (two front traction motors and a rear truck). It was fired up around 7:00 p.m. and did a little switching in the evening. The 760 will probably return to its unofficial status as the "museum switcher," relieving C&NW GP7 1518 and the Burlington E5 of such duties.

ROBERT JITTLER
North Brunswick, N.J.

The Northwest "Funnel"

I have been reading various railfan publications for almost 50 years, including the old *Railroad* and *Trains* since the first issue and am writing about Bruce Kelly's "BN's Northwest Funnel" in the December issue. The article and photography were excellent, but I was sorry Bruce did not mention a great train-watching motel in Sandpoint. I believe it is named the Edgewater, and my wife and I stayed there in 1981. It was located between the BN main line and the shores of Lake Pend Oreille and only a few steps from the BN depot and the Sandpoint business district. At that time it was an excellent motel with all the amenities. I swear you could tell the approach of a train while using the commode, as a definite vibration occurs as it nears the depot.

PAUL T. BEYER
Overland Park, Wisc.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

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WINTER SKI ADVENTURES. The Denver Car Company is offering First Class passenger car service to Colorado's and Utah's prestigious ski areas. Vista Dome and Coach seating is also available. Weekly departures run westbound on Saturdays and eastbound on Sundays behind regularly scheduled Amtrak trains. Trains run between Denver, Colo., and Salt Lake City, Utah, with stops at Grand Junction and Glenwood. Coach prices range from $99 to $178 with Vista Dome and First Class higher. Contact: Denver Railway Car Company, 303/893-8757.

CHICAGO, ILLINOIS, January 29. "25th Anniversary of the North Shore Abandonment" and February 19, "Twenty years of Penn Central/Conrail" slide programs at the Bis-

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mark Hotel. Begins 7:30pm, non-member admission $1.75. Contact: The Railroad Club of Chicago, 3737 West Lyndale Street, Chicago, IL 60647; 312/235-5083.

BOSTON, MASSACHUSETTS, February 20. "Snow Train" excursion to the Berkshires. The New England States Limited departs Boston's South Station at 8am to Pittsfield, Mass., and Albany, N.Y. Possible side trips planned. Adult tickets $49.95, kids $29.95. Contact: Mass Bay RRE, P.O. Box 525, Bedford, MA 01730; 617/277-2843.

SILVER SPRING, MARYLAND, February 21. National Capital Trolley Museum's "Winter Trolley Festival" featuring rail and trolley films and slides, plus an operating O-gauge layout. All in-service equipment will be running plus night photo session. All-day fare $6. Contact: National Capital Trolley Museum, Special Operations, Box 4007, Colesville Branch, Silver Spring, MD 20904; 301/384-6088.

STOCKTON, CALIFORNIA, February 27. "Winterail '88" Railroad Photography Exposition at the Scottish Rite Temple, 33 W. Alpine Ave., 10:30am-9:30pm. Adults $10, kids $5. 10th anniversary show featuring photo contests, a flea market, Ted Benson, Steve Patterson, Mike Schafer and others. Only 900 tickets will be sold. Contact (SASE please): Dave Stanley, Winterail '88, P.O. Box 8771, Stockton, CA 95208-0771.

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China, May 7-24. Standard and narrow gauge.

Poland, July 1988. Write for details.

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Germany, April 1-10. Trips along and through Communist borders including East Berlin with its trams and elevated. Ride 1910 monorail, Rhine River cruise, overnight in a castle and other city streetcar systems. $1988 includes air, hotels, transport and rented vehicle.

South America, May 1-30. Three gauges steam, electric and diesel around Argentina, Chile, Uruguay and Paraguay. Narrow gauge into the Andes. $2988 includes international jet, rail, sleepers, bus tour connections, hotels, taxis and dinners.

SOUTH AFRICA, March 24-April 10. "Umgeni Limited" private train throughout South Africa with 19 different classes of main line steam, three vintage electrics and diesels plus narrow gauge Garretts with runbys. Twelve nights aboard train in sleeper compartments; also diner and lounge car. Round trip economy excursion air from New York $3016. Contact: Overseas Railway Tours, 8027 Leesburg Pike, Vienna, VA 22180; 703/356-8186.

AUSTRIA, SWITZERLAND, April 11-19. General Dynamics RR Club, rountrip from Dallas, Tx., $1599. Includes 7-nights hotel, breakfast daily, 4 dinners, 1 lunch. Travel by steam and electric train, visit Museum of Technology in Vienna. Contact: General Dynamics Recreation Association, Robert Bray, 1820 Spruce St., Fort Worth, TX 76126. $200 deposit required.

EUROPE RAIL 1988, Tours for people who love trains. Contact: Tripp Associates, Ltd., 99 Pleasant Street, Northampton, MA 01060; 800/342-4055, in Mass. 800/332-0720.

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Tampa, Florida, January 9-10, Florida State Fairgrounds.

Monroeville, Pennsylvania, January 23-24, Pittsburgh Expo Mart.

Cherry Hill, New Jersey, February 6-7, Garden State Park.

Philadelphia, Pennsylvania, February 27-28, Philadelphia Civic Center.

Timonium, Maryland, March 19-20, Timonium Fairgrounds.

Wilmington, Delaware, March 26-27, Shriners Auditorium.

RALEIGH, NORTH CAROLINA, January 16-17. The North State Toy & Hobby Show at the W. Kerr Scott Bldg., North Carolina State Fairgrounds on 1025 Blue Ridge Blvd. Saturday 9am-6pm, Sunday 10am-5pm, adults $2.50, 6-12 $1. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28025; 704/786-8373.

WHISTLE STOP TRAIN TOURS, 1988 schedule. All shows are Friday and Saturday 10am-9pm, Sunday noon-5pm and free admission unless noted. Contact: Steve Metro, 9641 Silk Road, Cleveland, OH 44102; 216/933-2596.

Toledo, Ohio, January 22-24, Woodville Mall.

Mentor, Ohio, February 5-7, Great Lakes Mall.

Canton, Ohio, February 12-14, Mellett Mall.

Columbus, Ohio, February 19-21, New Market Mall.

Marion, Indiana, March 11-13, North Park Mall.

Columbus, Ohio, March 25-27, Indiana Mound Mall.

TOY TRAIN COLLECTORS SOCIETY, 1988 season:

Utica, New York, January 24. 11am-4pm at Utica Union Station. Contact: Jan Wielogose, 818 Oswego Street, Utica, NY 13592.

Depew, New York, February 14. 11am-4pm at the Hearthstone Manor, 333 Dick Road. Contact: Raymond Baer, 110 Princeton Court, Cheektowaga, NY 14225.

Rochester, New York, March 13. 11am-4pm at the Downtown Riverside Convention Center. Contact: Jack McDonald, 67 Barons Road, Rochester, NY 14617; 716/342-6489.

GREAT AMERICAN TRAIN MART, 1988 season. These one-day shows will run in addition to the Great American Train Shows and feature a local layout of the month. All shows are 10am-5pm, admission $3, kids under 12 free with adult. Contact: GATS Ltd., P.O. Box 1745, Lombard, IL 60148; 312/834-0652.

Milwaukee, Wisconsin, January 24, Waukesha County Expo Center.

San Francisco, California, January 24, Solano County Fairgrounds.

FALL RIVER, MASSACHUSETTS, January 24. 1st Annual Railroad Show sponsored by the Old Colony & Fall River Railroad Museum, Inc., at the Bank Street Armory, 72 Bank Street. 10am-4pm, adult $2, kids 5-12 $1, under 5 free with adult. Contact: Old Colony & Fall River Railroad Museum, Inc., P.O. Box 3455, Fall River, MA 02722-3455.

MALDEN, MASSACHUSETTS, February 7. Rail-A-Rama X at the Summerside Lodge (former B&M depot) from 10am-4pm. Adults $1, children 50¢. Contact: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136; 617/361-4445.

OLYMPIA, WASHINGTON, February 20. 3rd Annual Model Railroad Swap Meet & Exhibition at the Olympia Center, 11am-4pm. Adults $2, under 10 free, tables $10. Contact: Gordon Robinson, 1704 North Quince, Olympia, WA 98506; 206/943-5046.

WEST SPRINGFEILD, MASSACHUSETTS, February 21. New England's largest railroad show sponsored by the Amherst Railway Society at the Eastern States Exposition Grounds, 10am-5pm. Adults $3, kids 5-11 $1, under 5 free. Contact: Robert A. Buck, 8 Bacon Street, Warren, MA 01083; 413/436-5318.

SYRACUSE, NEW YORK, February 21. The Syracuse Model Railroad Club Fourth Annual Open House & Train Meet at the Eastwood American Legion on James Street, 11am-5pm. Adults $1, kids $.25. Tables available. Contact: George Purdy, P.O. Box 492, East Syracuse, NY 13057; 315/437-6874.

SPOKANE, WASHINGTON, February 21. Spokane Model Engineers 12th Annual Swap Meet at the Sheraton Hotel, 10am-4pm. Adults $2, under 12 free with adult. Contact: Bruce Lochhead, North 1617 Farr Road, Spokane, WA 99206; 509/924-9313.

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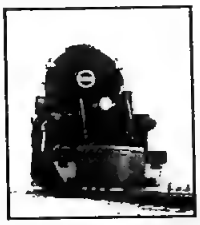

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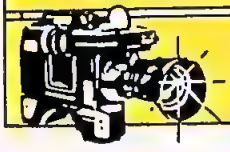

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BURLINGTON, VERMONT, February 27. Burlington Area Railroadiana & Model Railroad Show at the Burlington Memorial Auditorium, 10am-4pm. Adults $2.50, 6-12 $1, under 6 free. Contact: Neil Korpi, 43 Hemlock Road, Milton, VT 05468; 802/893-4157.

EDMONDS, WASHINGTON, March 6. Swamp Creek & Western Railroad Club's Second Annual "Rollin' Rails" Show at the Anderson Recreation Center. 10am-5pm, adults $1.50, under 12 free. Contact: Roger H. Ferris, 211 Railroad Avenue, Edmonds, WA 98020; 206/283-0637.

FAIRFIELD, CONNECTICUT, March 6. Housatonic Railway Club's Station Stop '88 at the Tomlinson Middle School, 10am-4pm. Adults $2, $4 per family. Contact: Housatonic Railway Club, P.O. Box 521, Fairfield, CT 06430; Friday eves 203/255-3795.

CLARK, NEW JERSEY, March 13. Jersey Central NRHS Chapter's Train Show & Sale at Mother Seton High School, 9am-3:30pm. Adults $4, family $6, under 12 free. Garden State Parkway exit 135. Contact: Jersey Central Chapter NRHS, P.O. Box 700, Clark, NJ 07066.

EAST WEYMOUTH, MASSACHUSETTS, March 19. South Shore Model Railway Club Show & Sale at Weymouth High School 9:30am-4pm, adults $2. Contact: Ron Clough, P.O Box 77, Hingham, MA 02043, 617/749-8297.

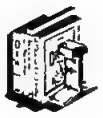
KINGSTON, NEW YORK, March 20. 5th Annual Kingston Train & Craft Expo at the State Armory on North Manor Ave., 10am-4pm. Adults $2, kids $1. Contact: Kingston Model Railroad Club, C.P.O 1885, Kingston, NY 12401.

KITTANNING, PENNSYLVANIA, March 20. Central Armstrong Model Railroad Train Show at the Kittanning Twp. Firehall, 10am-4pm. Adults $2.50, under 12 free. Contact James W. Boyer, R D. 2, Box 133, Ford City, PA 16226; 412/763-8327.

NORTHLAKE, ILLINOIS, March 20. 7th Annual Chicagoland Railroadiana Show at the West Leyden High School Fieldhouse, 10am-4pm. Adults $2. Almost 200 tables. Contact: Steve Mazanek, P.O. Box 31344, Chicago, IL 60631.

LITTLE ROCK, ARKANSAS, March 26. 8th Annual Arkansas Railroad Club Railroadiana Show & Sale at the Fisher Armory, North Little Rock, 9:30am-4pm. Adults $1, under 12 free. Contact (SASE please): Bill Pollard, P.O. Box 10222, Conway, AR 72032.

Railroadiana

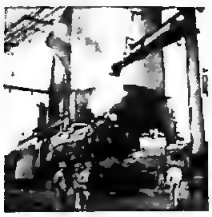


What's New?

We received something a little out of the ordinary which deserves special note. *Superpower, the Making of a Steam Locomotive*, by David Weitzman, is a beautiful artwork-illustrated book that tells the story of a young boy whose fascination with the railroad led him to an apprenticeship at the Lima Locomotive Works. His first assignment is to help build the first prototype "Berkshire." As work progresses, the entire construction of a steam locomotive is described in depth. Complimenting the thorough and easy-to-read text are exquisite drawings of the construction process, including everything from casting and machining to flues and staybolts. The book is a large 11½"×11½" 110-page hardcover, well written and artfully done, that will appeal to serious and casual railfans alike. By explaining the process through the eyes of an apprentice, the author is able to discuss the intricacies and also capture the pride, dedication and teamwork that was essential in making a quality steam locomotive. This fascinating work is modestly priced at $19.95 and is available from David R. Godine—Publisher, Horticultural Hall, 300 Massachusetts Avenue, Boston, MA 02115; 617/536-0761.

The Railfan's Guide to New England, by Jack Armstrong will prove to be a handy item for anyone traveling or just interested in that ever-changing New England rail scene. This 74-page 8½"×11" softcover lists each railroad in Connecticut, Massachusetts, Rhode Island, Vermont, New Hampshire and Maine. Under each are locomotive rosters, listings of main and branch lines, running tracks and industrials along with the major interchanges, train symbols and an outline of basic operations. Photos accompany nearly all listings. About all it doesn't give are the radio frequencies, but a quick glance at the "Pocket Guide" (see December '87 R&R page 18,) or the "Compendium" (see November '87 R&R page 17,) should clear that up. The reproduction is good, and it is available for $10.95 postpaid from Jack Armstrong, 4 Fisk Street, Adams, MA 01220.

Eric Hirsimaki has published a very attractive book, *The Lakers, Volume 1*. In 128 8½"×11" pages, Eric gives an all-color look at the rapidly disappearing freight boats of the Great Lakes region, many with dramatic views and lighting. The reproduction is excellent, and complete details of each photo are in a glossary. Also included are drawings of a typical 1000 foot self-unloader and an explanation of the bulk freighter. This perfect-bound softcover is nicely done and sells for $32.50 plus $1.75 shipping (Ohio residents add $2.28 sales tax) available from Mileposts Publishing Company, 3963 Dryden Drive, North Olmsted, OH 44070; 216/779-6044.



One of the finest watercolor artists in our field is Ted Rose, who was featured in the January 1987 R&R and the May-June 1987 *Locomotive & Railway Preservation*. One painting from the L&RP feature, *Pennsy Men*, is available as a 14"×14" print, with ample white borders. The scene is in Columbus, Ohio, at the west end of Grogan yard. It is excellently reproduced on heavy, matte finish stock, available for $19.95 postpaid (first class). Fifty prints are signed and numbered by the artist at $55.00 each, postpaid. VISA and MasterCard accepted, it is available from Railway & Locomotive Preservation, P.O. box 246, Richmond, VT 05477.

The Rutland, 60 Years of Trying, Volume 1, Motive Power and Equipment, by R.W. Nimke is a 208-page 9"×12" hardcover with diagrams, rosters, maps and over 300 photos on the locomotives and equipment of this

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Vermont classic. Also included are explanations of equipment assignments and passenger and milk trains. The reproduction is good, although much of the data is from original Rutland paperwork which has been reproduced as well as can be expected and not all of the original photos are sharp or well-printed. This is the first of five volumes and is available for $34.50 postpaid (domestic and Canada, U.S. funds only) from R.W. Nimke, RR #1, Dept. Rut 2, Walpole, NH 03608.

Scott D. Trostell has two new publications to his name. *Bradford, The Railroad Town*, is the history of Bradford, Ohio, dating back to 1849. It became a junction on the Pennsylvania Railroad, and as the town grew in importance, it received a turntable and classification yard. By 1918 the yards had expanded, but in 1929 the railroad closed the terminal and facilities. The book contains 152 8½″×11″ pages between hard covers with over 120 photos and a variety of maps, including two fold-outs in a rear pocket. It is well written with good reproduction and sells for $24.95 plus $1.50 shipping and handling from Cam-Tech Publishing, P.O. Box 341, Fletcher, OH 45326-0341.

The second book from Trostell is *Summit Hill, the Balloon Route over the Detroit, Toledo & Ironton Railroad*. This 50-page 8½″×11″ softcover contains 40 photos and maps about the 17 miles of tight curves and hilly grades known as Summit Hill on the DT&I between Jackson and Washington Court House, Ohio. The line has a colorful history, one time being owned by Henry Ford. Trackage rights over B&O and C&O permitted the DT&I to bypass Summit Hill in 1981, and the line closed. Unfortunately, the photo reproduction in this book is flat and most of the originals are rather poor. This is an interesting book on a rather obscure subject, however, at a very modest price: $7.00, plus $.50 postage and handling from Cam-Tech Publishing at the address above.

A non-profit corporation, The Durand Union Station, Inc., is offering an eight-page history of the Durand Union Depot free of charge. This famous Michigan crossroad on the GTW is one of the most photographed stations in the country and was at one time the most active location outside of Detroit. Copies are available while supplies last by sending a stamped, self-addressed business size envelope to Durand Union Station, P.O. Box 106, Durand, MI 48429.

Calendar Call

The holidays are officially upon us, as the Amtrak's 1988 year-at-a-glance wall calendar has arrived. It features a reproduction of a Gil Reid painting of the *Sunset Limited* in Louisiana's bayou country. He has captured the P30CH and Superliner train with its reflection as it crosses the bridge over Bayou Ramos, en route from New Orleans to Los Angeles. Price is $5.00 each (two for $9.00 and three for $12.00, with bulk discounts available). Make checks payable to Amtrak Calendar, P.O. Box 7717, Dept. S, Itasca, IL 60143; 312/773-3377.

This month we received two exceptional all-color calendars. Bo-Tree Products "Trains 1988" features the work of many well-known photographers in an large attractive 12″×24″ foldout format. Each month generally displays two photographs above a simple but artful month block. The photos are on

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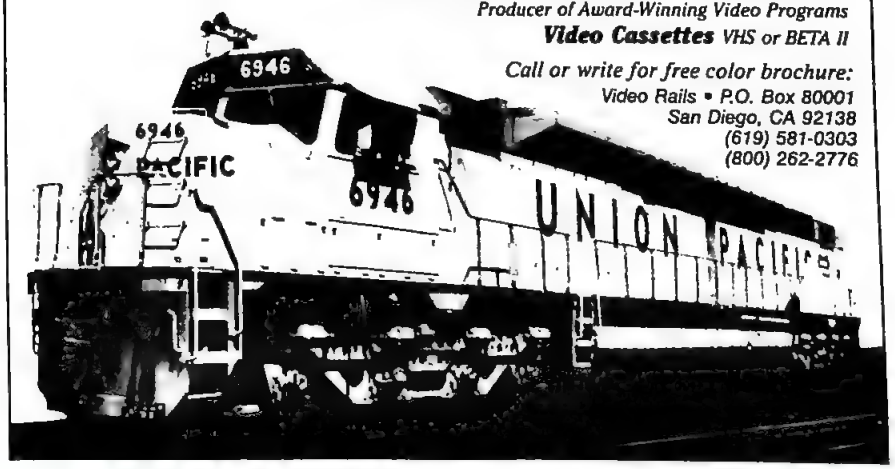

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the artfully dramatic side and feature such subjects as UP Centennials in Feather River Canyon, SP's red-nose and "Kodachrome" paint schemes side-by-side, D&H Sharks and a PA, a nearly perfect view of N&W 611 paired with an impressive "conductor's-view" of a classic pocket watch, Chessie power under Starrucca Viaduct, an EL SD45 popping through an operating washer, a dynamic pacing shot of Southern Mikado 4501, NKP 2-8-4 759 at night, and a Christmas card view of CN 4-8-4 6218 storming through the snow. The calendar is very well laid out with excellent reproduction and a nice choice of photos. It is a good value at $8.95 ($13.95 in Canada) from Calendar Images, Inc., 9100 South Avenue, Sunnyvale, CA 94086; 408/730-5112. In Canada from Jannex Enterprises Ltd., Markham, Ontario.

The second all-color beauty is Kalmbach's "*Trains* 1988" calendar. This large 21½"×13¾" foldout features full-page photos above the date block and such scenes as a three-unit UP lash-up throwing their plumes into the late afternoon sun, a MARC F9PH in the snow, a night photo of TH&B Geeps with a CP F-unit, Amtrak's Auto Train crossing Powell's Creek, a trio of Seaboard System U-boats, a dramatic shot of an SD40F-powered Santa Fe freight, a 1958 action view of N&W J 604, three LS&I red Alligators, a night view of an N.J. Transit E60, five units including a Katy on a BN coal train, an EL SDP45 (incorrectly identified as an SD45-2) in fall colors at Tunkhannock Viaduct, a Bill Price action view of a B&O EM-1 and Soo Line SD40-2s in the snow. The reproduction is excellent, and the date blocks are large. Please ignore the *Trains* subscription pitch on the second page. It is available for $7.95 from Kalmbach Publishing Co., 1027 North 7th Street, Milwaukee, WI 53233.

The Illinois Central Historical Society's "ICHS 1988 Calendar" features 13 black & white vintage IC scenes. On the cover is a publicity photo with two orange GP40s on a matched string of orange boxcars. Inside this 11"×17" foldout calendar are scenes of 2-8-2s and 4-6-2s on outdoor roundhouse tracks, low-drivered rebuilt Pacific 2059, streamliners in Chicago in 1962, a VS&P 2-6-0 in 1903, a boxcab diesel switcher in 1938, Mikado 1728 on a wreck train, a night scene at Paducah, unrebuilt 2-10-2 2901 at Waterloo, IC and CSS&SB electrics at Kensington, orange SW1 608 at Central Station, a steam-powered coal train, GP9s and GP40s on a meat train and 2-10-2 2747 on a coal train. The reproduction is good with large date blocks. It is available for $6.00 postpaid from the ICHS Publications, 22539 Arquilla Drive, Richton Park, IL 60471.

The North Florida Chapter NRHS "1988 Railroad Calendar" features 14 black & white scenes by members with a theme of vintage and contemporary Southeastern railroading. On the cover is N&W 1218, and inside are three Seaboard E-units at Atlanta, an Auto Train U36B, a Florida Central CF7, an L&N FA2 on the "Hook-and-Eye" line, a Family Lines GP30, an SAL GP7 alongside three Southern RS3s at Atlanta, a Bay Line GP38-2, an EMD GP59 demonstrator (owned by NS) in the Southern yard at Jacksonville, a purple ACL GP7, Amtrak P30CHs on the Auto Train at night in Jacksonville, N&W 611 on a chapter fantrip, an SAL NW2 and the 1218 again. The reproduction and design are good; a nice job for the Chapter's first effort. It is $5.50 postpaid from the North Florida Chapter NRHS, P.O. Box 16493, Jacksonville, FL 32245-6493.

The Pottstown & Reading Chapter NRHS "1988 Railroad Calendar" contains 14 black & white vintage photos from that area in an 11"×17" spiral-bound format. Scenes include a pair of Reading 2-8-8-0s in pusher service; a CNJ G4 Pacific; the Brownstone, Pa., depot; a 4-6-0 at Perkasie tunnel; a Reading crane in 1974; a 1920 view of 4-6-0 442; the Reading Delaware River ferryboat *Cape May*; Mikado 1731 on the W&N branch; a large steel girder during a special move; C630 5308 in regular service; Pacific 108; banjo signals in a scrap pile; a builder's portrait of huge I-10sa 2-8-0 2000 and an elevated view of the Belle Meade, N.J., depot. The reproduction is good, and the date blocks are bold. It is $5.50 postpaid from the Pottstown & Reading Chapter NRHS, P.O. Box 94, Shillington, PA 19607-0094.

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Other works in the course of preparation include **The Dominion Atlantic Railway, Canadian Pacific between Calgary and Edmonton, The British Columbia Railway (Volume One)** and **Canadian National in the West (Volume Four).**
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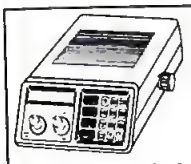

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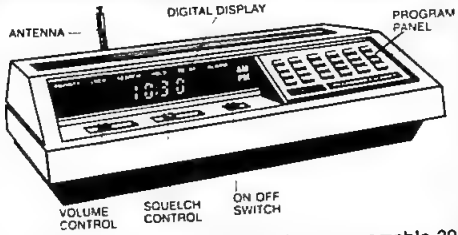

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ciety 1988 Calendar is a sharp-looking 11″×17″ spiral-bound affair with 13 black & white views of vintage GN scenes. Included are views of 2-10-2 2124 being serviced, a 1911 rolling photo lab baggage car, a blue F45/GP9 lash-up, rail detector car X5, a GP7 moving the ex-Anaconda Copper three-truck Shay 5 to Great Falls, an S-1 4-8-4 on the Minneapolis stone arch viaduct, a 2-8-0 with a "swapped" tender, a Jordan spreader at work, Mikado 3226 on the Minneapolis turntable, a 1938 milk and express train, an *Empire Builder* heavyweight cafe-parlor-observation car, a 1910 work train on a huge timber trestle and a gas-electric on a twelve-car freight. The reproduction is good with large date blocks and important dates in GN history. It sells for $5.50. Make checks payable to the Great Northern Railway Historical Society and send them to Harold R. Hall, 2321 South Cedarbrook, Springfield, MO 65804.

The Mad River & Nickel Plate Railroad Society "1988 Calendar" features 13 black & white views for Nickel Plate fans. It is in an 11″×17″ foldout format with scenes of their Bellevue museum, the first passenger train into Cleveland Union Terminal, NKP 759, three high-hood Southern SDs, NKP RSD12 329 and Wabash F7 671 at the Bellevue museum, back-to-back NKP PAs, N&W 1218, a night scene of NKP 759, NKP 0-8-0 301, the Sandusky depot, two turn-of-century crews posing with their 0-6-0s and an SD40-2 leading a Norfolk Southern freight. It sells for $2.00 from the MR&NKPRS, P.O. Box 42, Bellevue, OH 44811.

Traction fans will enjoy the "1988 Trolley, Inc., Calendar," featuring 13 black & white views from the New Bedford, Mass., area. Scenes include electromobile 601 in its "buy war bonds" paint scheme, New Bedford & Onset Street Railway car 225 caught in snow, track laying on Weld Street, car 409, NB&OSR car 119 on Main Street, Osgood Bradley car 500, mail car 302 at Popes Island, open car 179, NB&OSR car 119 in Middleboro, a "Yellow Belly" car 211, line car 47, a 1914 view of car 273 and car 401 at the New Bedford depot. The reproduction is good on this 11″×17″ spiral bound affair with large date blocks. It is available for $5.00 plus $1.50 postage & handling from Trolley Incorporated of Greater New Bedford, P.O. Box A2057, New Bedford, MA 02741.

Book Reviews

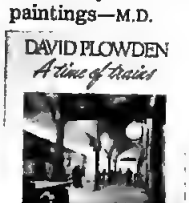
Howard Fogg and the Diesel Image, by John Scala, published by the Weekend Chief Publishing Company, P.O. Box 1676, Mineola, NY 11501-1676. 176 9″×12″ pages, hardcover $39.95, plus $2.50 postage and handling (N.Y. res. add sales tax).

The best known artist in the railfan field is Howard Fogg. A railroad illustrator for over 40 years, Howard has had his work in countless books, magazines, calendars, Christmas cards and private and commercial collections. It may come as a surprise to many that he admits that even though he grew up in the waning years of steam, it was the diesel locomotive that captured his greatest interest. He was employed by Alco between 1946 and 1957 as their "company artist" and has been freelancing ever since.

This book is a compilation of Howard Fogg's diesel work, much of it commissioned by Alco and other rail industry-oriented customers. In this handsome volume, each painting occupies a full page with a complete description on the opposite page, each magnificently reproduced on heavy coated paper stock. Many of the paintings have unexpected histories, all of which are explained. An action view of a three-unit set of Rock Island *Rocket Freight* FAs was done while employed by Alco in 1949. In 1957 John Barriger III recalled the painting and had it updated to reflect changes in the railroad. A microwave tower was added, and the locomotive number was changed. Both views are shown, with the original dominant. There are other comparisons, like the D&H *Laurentian* that had the NYC streamlined obs added to its otherwise-heavyweight consist.

Also, while containing a great deal of material produced while employed by Alco, there are vintage offerings of EMDs on the Monon, P&LE, NYC and even Bessemer & Lake Erie as a result of his work for John Barriger. Fogg's work continues on into second generation diesels and hood units on the Penn Central (a private commission), Illinois Central (C636s, his last Alco work) and more. For the Union Pacific, he did streamliners to U50s for their Golden Spike Centennial calendar and UP Centennials for a private gallery. There are also views most people wouldn't expect: Conrail, BN, Southern and SP in a foursome of beautiful views commissioned by the Union Tank Car Company with their product behind modern locomotives in pastoral settings.

This is a beautiful book. From his first published diesel, the Santa Fe 51 Alco PA set done in 1946, to an FM C-Liner on the Long Island, commissioned by Scala in 1986, it is Howard Fogg all the way, including several scenes never before published—like an Alco atomic locomotive and an Alco branchline unit that looks like a cross between an *Aerotrain*, a Crosley and a BL2. A lot of effort went into gathering the paintings in this book, as many were in private collections, some for almost 30 years. This is a superb work that both Howard Fogg and Weekend Chief Publishing can be very proud of. The layout and printing are of exceptional quality. This book offers so much for such a modest price that it's worth buying two: one for the library and one to remove and frame the paintings—M.D.



A Time of Trains, by David Plowden, published by W.W. Norton & Co., 500 Fifth Avenue, New York, NY 10110. Hardcover, 160 10″×11″ pages. $45.00.

Photographer David Plowden has just produced a superb new volume of railroad photos, but the best part of this book has nothing whatsoever to do with photography. In the pages of unrelenting Simoncini Garamond text that precede the photos is the essence of steam railroading. For the first few paragraphs he wanders about in harmless nostalgia, lamenting the passing of the steam era and the America that it characterized. It's a personal observation, well done, but nothing we haven't heard before. But on page 14, ever so quietly, will begin the ride of

your life. As *writer* David Plowden gets under way with a tale of a wet-behind-the-ears "assistant to the trainmaster" on the Great Northern at Willmar, Minnesota, and a night mail train with a 4-8-2 in 1955. By page 25, this book will have paid for itself before you ever see one photograph. I guarantee it.

For an encore there are the merely great railroad photos you would expect from David Plowden (some of the photos may seem familiar, as a few have appeared in print before). The imagery is bold and haunting, a reminder that black & white can still be greater than color—and as we all know, the steam era *was* in black & white. Plowden the photographer sees the locomotives as both an artist and railfan, and he looks beyond to the world inhabited by railroad tracks: the storefronts of Thurmond and Cumberland and Keystone, the stilted homes above coal trains at Welch, the steel mills of East Chicago and the grain-laden sentinels of the North Dakota prairies. But there *are* locomotives aplenty, from DM&IR 2-8-8-4s to pristine CPR passenger engines and massive Great Northern O-8s battling both tonnage and winter. And then the wood-creaking warmth and peeling paint of depot waiting rooms as we remember them and the damp and steamy confines of the eternal roundhouse. Our world of railroading captured on white paper in duotone dots of ink.

As one would expect, the photo reproduction in this book is superb, and the layout style of one photo per page with "white space" to let it breathe is appropriate and impressive. The format is similar to some of the books the late Don Ball did for W.W. Norton, and it is noteworthy that Ball and Plowden were close friends. After gaining worldwide renown as a photographer of Americana, it is good to have Plowden back with a purely railroad book again. We need to be reminded that there is still a place for uncompromising quality—J.B.

Traction Publications **by Joe L. Diaz**

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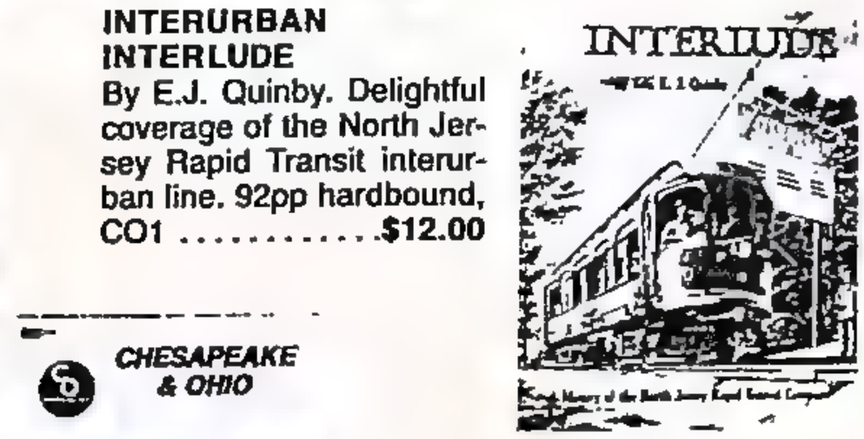

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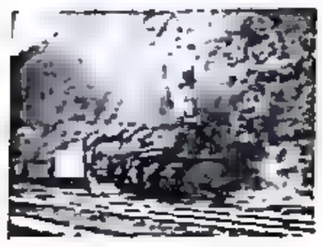

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Central, and Milwaukee Road. Not forgotten are Norfolk & Western's class LC-1 freight motors, the largest existing electric locomotives when built in 1915.

There are 25 types covered herein with exceptional HO-scale drawings of each. They are fully dimensioned in good detail, and eight of the drawings are two page pull-outs. There are over 95 photographs, numerous in color. In addition to static and builders photos, there are several good operational scenes.

The photographic reproduction is not even. Much of it is excellent, though many are on the dark side. Unfortunately, this criticism applies to the color photographs. The book also lacks a table of contents. Nevertheless, it is a very interesting volume, the overall quality is good and the price is modest for so much useful information. It is available for $25.00 plus $1.00 postage & handling from N.J. International Inc., 77 West Nicholai Street, Hicksville, NY 11801.

DESTINATION CITY: ELECTRIC TRAMWAY ROLLING STOCK OF THE MELBOURNE & METROPOLITAN TRAMWAY'S BOARD, 4th Edition, compiled by N.E. Cross. This 104-page 7¼"×9¾" softcover illustrates and details the equipment of the street railways of Melbourne, Australia. There are over 125 black & white photos representing virtually every class of streetcar to ever have operated in Melbourne. The details of each are some of the most extensive to be found in any publication, complimented by many half-page photographs. Also featured are the new all-electric Z-Class cars, which are still being delivered. A very attractive full color view of Z-3 car 150 is on the cover. The Melbourne system operates a large variety of work equipment, which is well covered. The reproduction is very good. This is an attractive and most interesting book at a very reasonable price, available for $12.00 postpaid from The Map Factory, P.O. Box 3484, Los Angeles, CA 90078.

Camera Bag

BY JIM BOYD

The Secret to Success

In late November 1987 I was put into a situation that put to a test all of photographic knowledge I have been able to build up over the years. It was really quite a pleasant situation, and there are some valuable lessons in it for any serious railfan photographer. The "situation" was a five-day trip to England in the company of Gene Blabey, a professional journalist and railroader who has just returned to the States after living for more than a dozen years in England. Gene had a bit of business to take care of, but we spent most of a "long weekend" riding trains and driving through Wales.

Relax. This is not about to become a "My Vacation in England" travelogue. But going into a railfan situation for which I had no previous reference was a challenge to my experience as a photographer. What is the weather and light like? How do station lights affect night photos? What kind of film should I take along? How much gear can I afford to tote?

After getting my slides back from Kodak, I am quite happy with the results, so I must have guessed right on most of the questions. Let's begin with the planning. England in mid-November translated to cold and rainy weather, I was told. Therefore, I should plan on grubby weather photography. Film choice: T-Max 400 for all black & white, just to keep things simple (I haven't found that much difference between the 100 and the 400 for the type of rail photography I do, though at home I use the 100 whenever practical). For color, Kodachrome 200 would seem the natural, but I took along plenty of K64, as well, being optimistic enough to expect at least a little sunshine and wanting to have it available for night work.

How much gear? Since we would be riding trains a lot, the rule was to "travel light." I managed to get most of my clothes and necessities into one medium-sized suitcase. I stripped all of the "usual crap" out of my camera bag and reloaded it neatly with two Nikon FM2s, one 28mm wide angle lens and one 70-200mm zoom telephoto. Also included were two cable releases (I would only use one at a time, but a spare was a good idea). In a separate shopping bag I carried about 18 No.2 flashbulbs, with my flashgun in the

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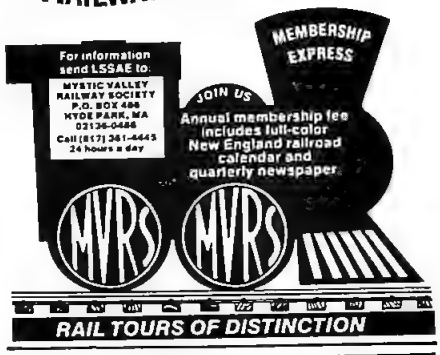

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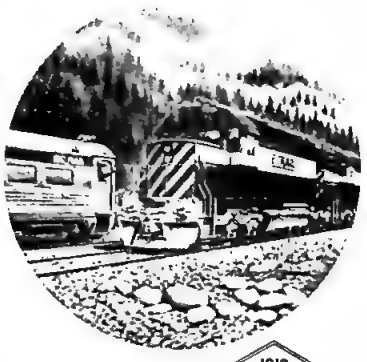
suitcase and one good Tilt-All tripod hooked through the straps of the camera bag. That tripod was the biggest nuisance on the airplane and getting on and off trains, but after the cameras it was the most valuable piece of equipment I took along.

Traveling to England, I put most of my film in a lead-lined film pack in my suitcase and had the half-dozen rolls in my camera bag hand-inspected at airport security. On the return trip, I was ready to have all my exposed film in the lead pack, but there was a very short line at the Gatwick security point and I had it all hand-inspected and carried it with me in my camera bag (since I could buy film if my suitcase was lost, I had little worry about sending the raw film to England in the suitcase; but since I could never replace the exposed film, I carried it with me in the camera bag on the return trip, just to be safe).

They were right about the weather. In addition, southern England, where we were, is about the same latitude as Canada, so the days were short and the sun never got very high in the sky (on the one sunny day, I was surprised to find my own shadow in a normal lens shot at *noon*!). With that low winter sun and an unknown density of cloud cover most of the time, I had to rely very heavily on my cameras' light meters. Here is where experience paid off, as I knew how to read the light meters under different conditions and know when they were telling the "truth" and when they were being deceived by something. I have long preached that you should stick with one camera and really learn how to use it; my trusty FM2s came through like champs simply because I had built up confidence in what their light meters were telling me—even when they were calling for 1/125th at f2.8 on K200 at noon.

But, of course, I didn't know this until I got home and had my film processed. So while I was traveling, I bracketed exposures wherever the subject would stand still long enough to permit it. In a few instances the brackets saved the day, but for the most part the light readings right out of the camera were quite accurate. As I said, there was one sunny day, which I spent lineside at Westbury, a freight and passenger junction in southwest England. As soon as the clouds cleared, I switched to Kodachrome 64, since my "mental light meter" was more comfortable with that home standard; and I could more accurately judge what the light meter was telling me compared to what my "gut" was telling me: "It's full daylight but with a low sun and a spritz of thin clouds. A half-stop to a full-stop down would be about right."



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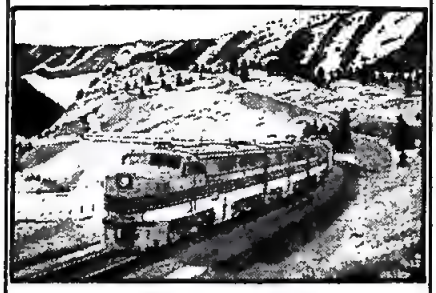

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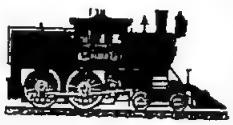

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That half-stop down from full bright seemed to be about right for even the best lighting I encountered. Keep in mind, we're talking about winter sun. It would probably be "New Jersey normal" in summer. Under the grubby conditions that prevailed on most of the trip, the Kodachrome 200 was worth its weight in gold—and I pity the poor Brits who can't yet buy it there. If there ever was a country that needed it...

Knowing I would likely be encountering poor weather in daytime, I went through considerable inconvenience to carry along tripod, bulbs and a flashgun for night work. Again, I stuck with the best of my familiar home gear—that big flashgun and those huge flashbulbs were known commodities; this was no time to economize and "experiment" with a strobe.

Three evening sessions at Yeovil Junction, Bristol Temple Meads and Shrewsbury used up all the flashbulbs and produced some spectacular results. The stations I encountered were illuminated with a variety of incandescent, mercury vapor and fluorescent lights, and all produced a rather pleasing rendition in time exposures, even without the bulbs. I was completely out of bulbs when I hit Paddington in London, where I used up two rolls of Kodachrome 64 on available light shots with amazingly good results. On both K200 and K64, the lights in Paddington give a nearly-daylight balance in what is obviously an artificially-lighted situation. But those great arched trainsheds came out just fine with time exposures alone.

What exposure did I use? Sticking with K64 and my usual f5.6 for night work, about 20 seconds seemed to be right. But on every set-up, I bracketed exposures, staying at f5.6 and running exposures of one second, two seconds, four seconds, ten seconds, 20 seconds 45 seconds and a minute and a half. Most of the mid-range exposures were acceptable, and there was always a "perfect" one, even though I suspect it was not the same exposure on each scene. When time was short (and there were a few of those), I went for about ten seconds and about 25 seconds, with generally good results. Simply knowing to bracket exposures and taking the time to do it produced some fine results.

If there is one piece of advice that I cannot stress enough, it is that when traveling into a new situation, at home or abroad, *do not* start out with a new camera or an unknown film. Photography is the science of variables, and the more variables you can eliminate, the better are your chances for success. I went to England with tried-and-true cameras, film with which I was familiar and enough proven equipment for night work. For me, it paid off royally. ⊂

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Transit Currents

Toronto: Progress,

The Harbourfront Line is the first totally new streetcar line to be built in Toronto since the mid-1920s and is intended to serve a rapidly developing community of high-rise office, residential and hotel buildings that have been built along the lake shore since 1970. Beginning at an underground loop at Front and Bay Streets in downtown Toronto, a point immediately adjacent to Union Station and the existing Union Station subway station, the line will be built in a new tunnel headed south toward Lake Ontario. At Queens's Quay, the line will come to the surface and then run in a reserved track median in the center of Queen's Quay. The median is already partially in existence as part of an abandoned Canadian National Railway switching line. The Harbourfront Line is to terminate at Spadina Avenue.

The proposed Spadina light rail line is to extend from the Harbourfront Line at Queen's Quay and Spadina Avenue and run north on Spadina to Bloor Street and a station of the Bloor-Danforth subway. Streetcar service on Spadina Avenue was discontinued on October 10, 1948, but the track and overhead wire is in place and quite serviceable and is frequently used for emergencies and for the Toronto Trolley Tour operation. Unfortunately, the proposed upgrading on Spadina has not yet gotten the go-ahead because of criticism from merchants and residents along Spadina Avenue; they fear a new reserved right-of-way for the car line in the middle of the street will cut the neighborhood in half.

Outside of downtown, the proposed subway under Sheppard is still up in the air (no irony intended) because the provincial government is withholding funding, although the project has received support from the Toronto Transit Commission and the Metro Council. Even so, some $2 million has been provided for engineering work which is to be finished by the end of 1987.

The Sheppard line would be a six-mile conventional heavy rail transit line extending east from the Sheppard Station on the Yonge subway to Victoria Park Avenue in Scarborough. The proposed line would probably be underground for the entire distance because it would then run unobtrusively through an area with a large number of high-rise apartment buildings. Eventually the Sheppard line would be extended to the east to the Scarborough town center where it would connect with the Scarborough advanced light rapid transit line. The line would also be extended westward from Yonge and Sheppard to Dufferin Street, where it would join with an extension of the present Spadina heavy rapid transit line.

Nothing stands still in Toronto, and June 18, 1987, saw the new North York Center Station opened. The new rapid transit station is midway between Sheppard and Finch stations on the Yonge subway. A considerable amount of high-rise development had taken place in this area, and the facility was built to serve it. None of this development was present when the subway was opened in 1974. The job of building the station was not an easy one because trains continued to operate in the Yonge Street subway while construction was underway.

Some bad news is associated with the order of 126 H-6 subway cars from Can Car Rail. The new cars were supposed to replace the 1953-1959 vintage Gloucester Railway Carriage & Wagon Company red cars that were used to open Toronto's first subway in 1954. The first two cars of Class H-6 were received in April 1986, and only about twelve more had been delivered to TTC by the summer of 1987. Unfortunately, the performance of the new cars has been unsatisfactory, and the commission was not able to approve them.

Kingston, Ontario, is the birthplace of the TTC's 52 articulated light rail vehicles (ALRV), which are the latest type of surface transit vehicle in TTC's fleet. Alterations have been made to the physical plant of TTC so that the whole of the surface rail system will be accessible to the 75-foot-long ALRVs. Passenger boarding platforms have been made longer, the electric track switch controls have been changed from overhead contactors to inductive loops, and changes in the Hillcrest (now Harvey) shops have been carried out to handle the large new cars. In particular, the transfer table had to be lengthened to take the new cars. The prototype ALRV was tried out in 1982 on the Queen car line. Details of the new cars are available in a new TTC brochure on the ALRV. Interested persons should write to Information Department, Toronto Transit Commission, 19000 Yonge St., Toronto, Ontario, Canada M4S 1Z2.

Finally, ongoing subway trackwork programs have bested the abilities of TTC's current pair of motored flatcars and the two non-motored flatcars. As a result, TTC is purchasing two self-propelled electric flatcars from Ecolaire Canada, Ltd. Thanks to John D. Thompson for the information.

DART moves ahead

The Dallas Area Rapid Transit Authority recently took a major step ahead in the eventual construction of its 93-mile rail system. The exact rail routes were chosen to serve the West Oak Cliff and Trinity River crossing areas. A series of public meetings was held for citizens to review the potential routes for neighborhood suitability, potential ridership, safety and cost effectiveness.

The West Oak Cliff route will follow the Santa Fe Railroad right-of-way running southeast from Moore Street to Loop 12. Beginning at Union Station in downtown Dallas, the Trinity River crossing will run southeast along the AT&SF right-of-way, passing under the Jefferson Boulevard and Houston Street viaducts and then continuing south on a bridge structure crossing over the R.L.

BY GEORGE M. SMERK

ALRVs and Discussion

Thornton Freeway. Still heading south, the route will curve west along the AT&SF right-of-way and then cross the Trinity River on its own bridge.

Facilities for the West Oak Cliff route include plans for stations in the vicinities of Marsalis Avenue and the Dallas Zoo, Tyler Street and Vernon Avenue, Hampton Road, Westmoreland Road and an area near the Keist Boulevard and Loop 12 intersection. Stations for the Trinity River crossing line are to be in the vicinity of Union Station, Corinth and Lemar Streets in South Dallas and Corinth and Moore Streets in Oak Cliff.

Meanwhile DART is moving ahead in acquiring the city-owned Dallas Transit System. The start of the merger was in June 1987, when an agreement in principle was approved between the Dallas City Council and the DART board of directors.

Anyone who would like to receive *DART Transfer,* the official newsletter of DART, should write to Laura Pitts, DART Consumer Affairs, Suite 300, 601 Pacific Avenue, Dallas, TX 75202, or call 214/658-6483. For more information on the rail system, call DART Community Relations at 214/685-6164.

The Oldest Line

Another enthusiast about the fact that Boston has the oldest continuously operating electric trolley line in North America is Edward Anderson. Ed also offers some history about the Beacon Street line, which is the Route C branch of the Green Line. As an electric streetcar, the line opened for business on January 1, 1889, operating from Allston to Park Square, Boston, along Harvard Avenue, Beacon Street and Boylston Street. Ed writes that the part along Beacon Street in Brookline is still in use today using electric propulsion with steel wheels on steel rails. From the very beginning the line ran upon a center reservation private right-of-way. It was diverted into the downtown subway as America's first underground railway in 1897, and the line has enjoyed multiple unit operations since 1919. The venerable PCC cars started service in 1945, and the Boeing articulated LRV cars have operated since 1977 on the line. So, the Beacon Street line is probably the oldest, continuously operating light rail line, too.

Trolley wrecks

The National Capitol Trolley Museum had a wreck on Sunday, October 18, the first accident the museum has had since it opened in 1969. The cars involved were DC Transit 766 and DC Transit 1053. (If you have a copy of Andrew Young's book *Trolley to the Past,* both cars are depicted, by strange coincidence, one behind the other on page 110.) The damage to the cars appears to be considerable. Injuries to 19 people appear to be limited to cuts and bruises, but one conductor suffered a broken leg.

The accident was blamed on a foul-up in communications and occurred in a wooded area about one mile from the main part of the museum. Because of the location, the injured were transported back to the museum by three of the museum's cars. According to reports, a car which was returning to the main station stopped for phone instructions at around 3:00 in the afternoon. It then proceeded toward the station. In doing so it came around a blind curve and collided with the outbound car. The cars were moving about at 20 m.p.h. at the time of impact. Several years will be required to rebuild or replace the cars.

Despite the problems, the National Capitol

TED WICKSON

THE ARTICULATED LIGHT RAIL VEHICLE will soon be a common sight on the tracks of the Toronto Transit Commission. The strong family resemblance to the Canadian Light Rail Vehicle can be seen in this photo taken at the St. Clair Carhouse on June 25, 1987.

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Transit Currents

Trolley Museum decided to proceed with its "Have a Holly, Trolley Christmas" on Sundays in December. Thanks to Joe Lubenau; Torin Reid; Marion J. Zych, Jr.; Sidney W. Earle, Jr., and Dave Johnson for the information.

Unfortunately, that is not the only serious wreck to report. Thirty seven people were injured in Pittsburgh when a downtown-bound refurbished PCC car lost its brakes in the Mount Washington tunnel during the morning rush hour. With great presence of mind, the motorman ordered the passengers to the back end of the trolley as it picked up speed. Before coming to a rest, the streetcar sideswiped a city bus and a truck, took out a utility pole and a fire hydrant and then slammed into the Gate House, a six-story brick office building near Station Square. Let's be careful out there. Thanks to John Spychalski for the information.

Seattle streetcar extension

The delightful green 1928-vintage Melbourne streetcars that provide service along Alaska Way in Seattle may have their run extended. Now under consideration by the Seattle Metro Council is a $5.7 million extension that would take the streetcars east from the waterfront area to Pioneer Square and the international district near King Street Station. This is tied in with the financing for the downtown bus tunnel and the proposed local improvement district. Thanks to the good folks at the Puget Sound Railway Historical Association for the information.

SIRT car problems

The programmed rebuilding of the Staten Island Rapid Transit (SIRT) fleet of cars was already late in the middle of October, but when the first overhauled cars flunked a structural load test, the car refurbishment program was delayed even further. The SIRT uses R-44 cars virtually identical to those of the New York City Transit Authority subway fleet, built with a natural 1½-inch upward lengthwise camber in the center. With a load of passengers, this camber diminishes as the weight increases; when the car empties, the camber is supposed to return to 1½ inch. Unfortunately, when a load of dead weight in excess of typical passenger loading was placed in the first rebuilt car, the camber didn't return—a sign of frame weakness.

The failing car was one of twelve R-44s on loan from regular use on the NYCTA. These cars are to be overhauled and then sent to Staten Island to replace SIRT's original 52-car fleet as they are shifting groups to American Coastal and Newport News Industrial Corporation in Virginia for the refurbishment. In the long run, the transit authority would like to permanently assign the twelve loaned cars to SIRT to help expand the SIRT fleet.

The use of R-44 cars on the SIRT is a sore point with some Staten Island commuters. These people see SIRT as much more of a commuter railroad than a rapid transit line. Lawrence Beattie, who supplied this information, wonders why cars similar to those purchased by the Northern Indiana Commuter Transportation District for the Chicago South Shore & South Bend commuter rail service couldn't be purchased for SIRT. As a NICTD trustee, I am sensitive to the high unit cost when we order a small number of cars for the South Shore, and there is nothing we would like to see better than someone else buying identical cars. (Maybe somebody at the MTA will read this and get an idea.)

Improved service on PATH

With 85 brand new cars and 125 rebuilt cars ready for service, Port Authority Trans-Hudson (PATH) improved the levels of service on its Hoboken-New York lines on Monday, October 26. Rush-hour trains (those operating from 7:40-9:00 a.m. and from 4:30-6:00 p.m.) between Hoboken and the World Trade Center terminal began three-minute headways; trains between Hoboken and the 33rd Street terminal in Manhattan began to operate every six minutes during these hours. Before the improvement, rush-hour trains operated alternately at three- and four-minute intervals on the World Trade Center line and every seven to eight minutes on the service to 33rd Street.

Other upgrading of service is taking place during the midday period. Ten-minute headways will be standard instead of the former twelve-minute headways. The improved service will provide more comfort for the 210,000 patrons that ride PATH trains every weekday at the present time. It will also begin to provide capacity for the 60,000 additional riders that PATH will be carrying by the end of the century.

Flashes

Tito Davilla, the Deputy Press Secretary of the MTA in **NEW YORK** reminds me that I goofed in the November TRANSIT CURRENTS. It is not the "Metropolitan Transit Authority;" it is the "Metropolitan Transportation Authority."

It is easy to get MTAs confused. Tom Ruffin sends news from the Metropolitan Transit Authority in **HOUSTON** that on October 12, 1987, a majority of the MTA board of directors expressed support for a downtown subway as the first segment of a billion-dollar rail system. They need to find an extra $171 million to pay for it. All of this is part of a $2.4 billion transit improvement program aimed for completion at the turn of the century. Involved in the work will be transitways, acquisition of railroad rights-of-way for future rail transit development, and a light rail system that will link the major activity and employment centers. The start-up segment of the rail system would be built in the Main Street corridor from downtown to the Texas Medical Center, with legs to the Astrodome area and southeast Houston. The

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

BY GEORGE M. SMERK

proposal the directors were dealing with calls for a subway tunnel under Main from Franklin to Bell. A portion from Elgin to Alabama would be elevated.

The SAN FRANCISCO Municipal Railway will begin construction on the extension of the J Church Muni Metro trolley line in 1988. The line is 2.3 miles long and will run from the current terminal at 30th and Church Streets in Noe Valley to the Balboa Park BART station. The extension will run east on 30th Street, then head south on San Jose Avenue to Balboa Park Station at San Jose and Geneva Avenues. Thanks to Dennis Cavagnaro for the news.

George Isaacs writes from St. Paul that the TWIN CITIES are getting much more serious about light rail transit. The Regional Transit Board of the Twin Cities metropolitan area is getting ready to conduct preliminary engineering studies on what they call the "midway corridor" between Minneapolis and St. Paul. Indeed, the board is trying to hire a light rail transit engineer. Consensus is beginning to form among the Hennepin County commissioners about how to finance the light rail transit system. The commissioners intend to use only half of the mileage property taxing power given to them (it totals two mills) to finance rail transit. This will generate a little more than $9 million a year. They hope to get as much cooperation possible from private developers who gain the rights to build on property which is enhanced in value by the proposed rail system. It has been suggested that about one-third of the cost could be generated by the private sector. Other revenue might come from the Minnesota motor vehicle excise tax, with the possibility of imposing a county surtax atop the 6% that goes to Minnesota each year. The guesstimate for the cost of the first leg of the rail system is $150 million.

The good folks in PITTSBURGH who are riding the new light rail line are generally quite satisfied with it. A survey distributed by the *Pittsburgh Press* to inbound riders on the morning of August 10, 1987, found that the major complaint was about delays on the 10.5-mile line. Its speed and reliability are low on the scale of passenger feelings; convenience, cost savings and comfort rate more highly. Standees have a problem with the limited number of stanchions and other devices to support themselves. The Port Authority Transit will install 20 handstraps in each of its 55 new light rail vehicles. Thanks to Jim Cerny for the information.

Recent studies in BUFFALO by the Niagara Frontier Transportation Authority show that the Metro rail line is attracting about 27,280 people on a regular weekday. About 65% of these folks walk to the station. A little more than half of the riders use the system five days a week. The feeder buses aren't being used as much as predicted, and NFTA is going to take steps to improve the feeder bus operation so that there will be more suburban riders on the trains. The finding that most riders walk to the stations and that feeder buses are underused shows the need to keep pushing for extensions of the transit line. Thanks to Paul O'Brien for the information.

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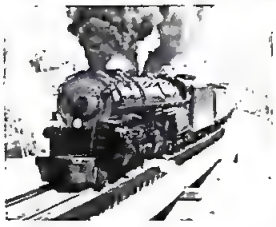

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NEW JERSEY TRANSIT The first of ten "GP40FH-2s" from Morrison-Knudsen have shown up on New Jersey Transit. The first unit shipped from Boise, Idaho, NJT 4131, arrived on November 12, 1987. These remanufactured units are former-Conrail GP40s with long hoods from Burlington Northern F45s. The F45 "shell" extends onto the anti-climber over the rear coupler to provide space for the Cummins Head-End Power (HEP) package. A fourth radiator fan accommodates cooling for the Cummins. There are ten units on order for for NJT along with four others for New York's Metro-North Commuter Railroad. All four MNCR units and seven of the NJTs should be on the property by the beginning of 1988, with the balance following shortly thereafter. The MNCR units were purchased for use between Suffern and Port Jervis, N.Y., on MNCR's "West-of-Hudson" service, where New York supplies power and cars for the trains that run out of New Jersey to Port Jervis. It is not known at press time whether the MNCR units will be painted to match the NJT stock (MNCR owns one U34CH, which is in NJT livery). There is also some confusion as to where the NJT numbering will begin and end.

On October 21, New Jersey Transit officially opened its new $123 million Meadows Maintenance Complex (MMC) in Kearny, N.J. This state-of-the-art facility along the DL&W electric line between Hoboken and Newark was built on the site of the former PRR Meadows Engine Shop and is bordered on the south by Conrail's South Kearny intermodal facility. The new shop, employing approximately 500 people, consists of seven buildings totaling 11.8 acres under roof. The MMC has a full locomotive service facility and car shop, complete with wheel presses, axle lathes, car hoists and drop tables. Construction of the yards included eleven miles of track and over 90 switches plus signaling. The new facility consolidates the work done at older shops including DL&W Hoboken, CNJ Raritan and PRR South Amboy plus the CNJ's heavy locomotive backshop at Elizabethport (which required an expensive deadhead move over Conrail). The "MMC" abbreviation immediately won the Meadows Maintenance Complex the nickname "Mickey Mouse Club."

MARYLAND'S MARC Under construction at Morrison-Knudsen alongside the NJT/MNCR GP40FH-2s were six "GP39H-2s" for Maryland's MARC commuter service. Taking a slightly different approach to the same problem (of not having to pay for a brand new F40PH), the MARC units began with similar GP40s (of Conrail, B&O and Milwaukee heritage) and made room for the Cummins HEP units by replacing the 16-cylinder engines with 12-cylinder prime movers (being purchased from National Railway Supply in Chicago). The 350-kw Cummins HEP unit is mounted on the rear of the frame, and the long hood has been lengthened one foot to accommodate it. The GP40's "third" fan is used to cool the HEP unit with separate radiators for the two engines. Marc 73, the first to be delivered, is former B&O 3703. It arrived on MARC property in mid-November 1987. The units will be numbered 70-75 and used on all MARC lines, including possible service on the Amtrak corridor, where the cost of electric power may be raised to a prohibitive level. MARC is presently using its four new AEM7s on Baltimore-Washington push-pull trains on the Corridor. MARC has recently contracted to have its diesel maintenance performed by Chessie employees at the old B&O Riverside Roundhouse in Baltimore.

FLORIDA'S COMMUTER GP40s There is a fourth customer for Morrison-Knudsen "passenger GP40" rebuilds. Three counties are purchasing the 70-mile former-SAL main line from Miami to West Palm Beach for commuter service (CSX retains freight trackage rights and will operate at night). Power will be five MK GP40 rebuilds that will be more like "vest-pocket F40s" than the NJT, MNCR or MARC units. Where the Northeastern units have separate Cummins HEP systems, the Florida units will use an auxiliary power unit off the prime mover, much like Amtrak's F40s or N.J. Transit's GE U34CHs. The five Florida units will have full cowl carbodies, likely kit-bashed from ex-BN F45 hulks that are already at MK. Delivery should be early 1988.

TUSCAN RED E8s On November 1, 1987, the Blue Mountain & Reading made the long-awaited trip with its PRR E8s to Altoona and famous Horseshoe Curve. The sold-out trip with over 1100 people departed at 7:00 a.m. from Temple, Pa., just north of Reading, with 17 cars (15 coaches, a concession car and a tool car). It traveled over Conrail's former-Reading main line to Harrisburg, over Rockville Bridge and the old Pennsy Middle Division to Altoona, arriving around 2:00 p.m. Due to the heavy train and steep grade, Conrail SD40s 6296 and 6290 were used as helpers ahead of the E8s over the Curve, around the helper loop at AR Tower and back into Altoona. The special arrived back in Temple a little after 10:00 p.m.

The previous month, the E-units had been to Buffalo to run four *Glass City Limited* trips for the Western New York Railway Historical Society and Rochester Chapter NRHS. The Conrail trips (October 10, 11, 17 and 18) were routed east out of Buffalo to Rochester on the old NYC main line and then down a secondary NYC line to Corning, returning on the former Erie Lackawanna main line. Pennsy E-units on the Water Level Route . . . will the NYC fans ever recover?

C&NW 1385 On November 4, 1987, Mid-Continent's C&NW 4-6-0 1385 was able to haul revenue freight. One of the Wisconsin & Calumet's two Geeps was down and 22 loads of grain (more than the single remaining Geep could handle over the road) needed to be moved from the Wisconsin Central interchange at Waukesha. The former Milwaukee Road trackage, which the W&C uses through Waukesha, is currently under controversy as town officials want to see it removed. Wisconsin & Calumet management felt that using the steam locomotive would draw attention and help save the line. GP7 616 and the 1385 left Brodhead at 9:15 a.m., tender first, and arrived in Waukesha at 2:30 p.m. The steam-powered freight departed the interchange about an hour later, much to the surprise of the local populace. And draw attention it did, as the 1385 created its own "whistle storm" and made the cover of the local newspapers—STEVE BROWN.

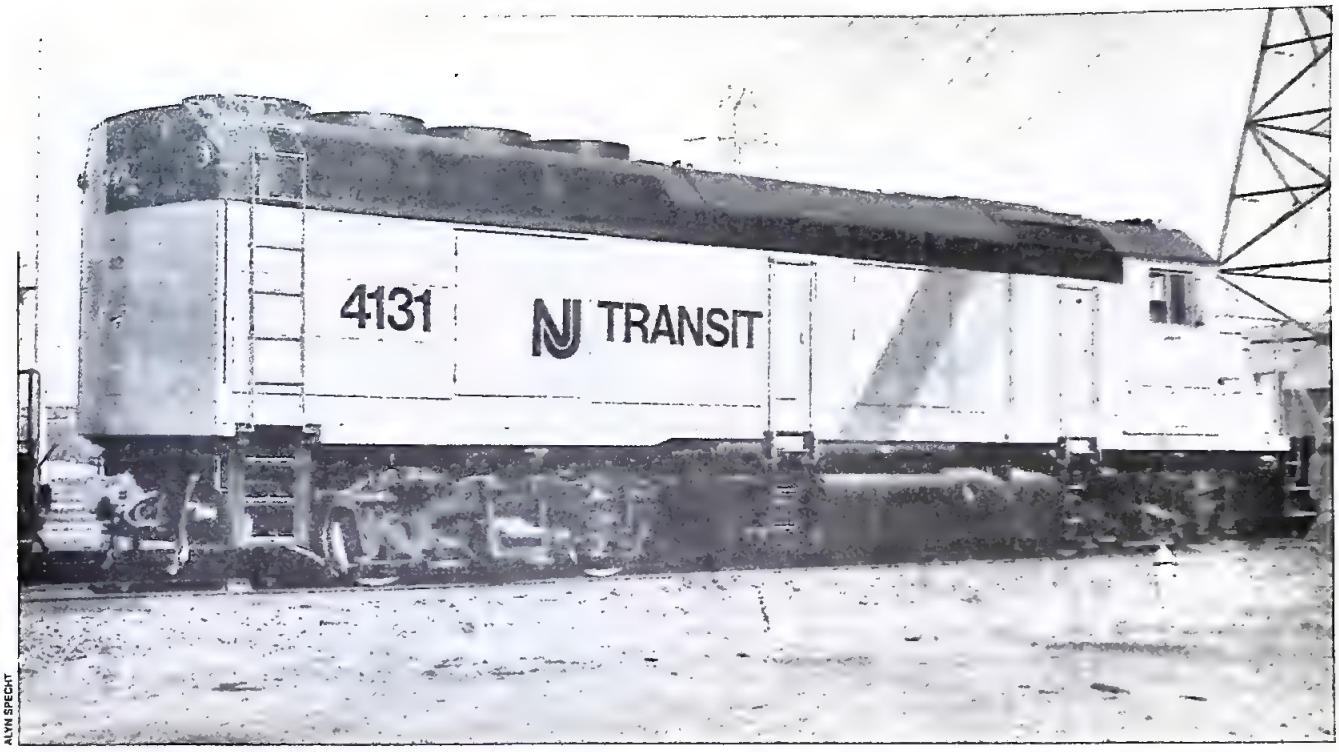
PENNSYLVANIA HIGH SPEED RAIL The Federal Railroad Administration has awarded a $44,000 grant to the Pennsylvania High Speed Intercity Rail Passenger Commission to publish its final report on the feasibility of a world-class railroad between Philadelphia, Harrisburg and Pittsburgh, according to State Representatives Richard A. Geist (R-Altoona) and Amos Hutchinson (D-Greensburg), House Transportation Chairman. Since the commission's inception in 1983, it has spent $4.2 million on the feasibility study and was preparing to write its final report when Governor Robert P. Casey cut the $300,000 budget request for the project from the state budget, effectively suspending further work. "This FRA grant will allow us to finish the final report and get the issue of high speed rail out on the table where we can debate it on its merits," said Geist.

The commission was studying technologies (including both steel wheel and magnetic levitation systems) by which travelers could move from Philadelphia to Pittsburgh in as little as two to three-and-a-half hours at speeds of 180 to 250 m.p.h. Economic studies showed that the proposed Pennsylvania system would generate as many as 25,000 construction jobs and 12,500 direct and indirect permanent jobs. There is speculation that a behind-the-scenes deal was cut to promote development at the Pittsburgh airport in return for killing the rail threat.

Senator Daniel Patrick Moynihan (D-N.Y.) has introduced legislation that would encourage magnetic levitation and superconductor application research specifically aimed at the development of high-speed rail corridors in the U.S. Scientists believe that superconductors hold promise of becoming the greatest transportation breakhrough since the invention of the steam locomotive.

Besides Pennsylvania, Florida (Miami-Orlando-Tampa), Nevada-California (Las Vegas-Los Angeles), Ohio (Cleveland-Columbus-Cincinnati) and Texas (Dallas-Houston-San Antonio) are also considering high-speed rail corridors.

DEVELOPING A COAL-BURNING LOCOMOTIVE "General Electric's Transportation Systems business operation in Erie, Pa., has been awarded $17 million to develop a coal-slurry diesel power system for locomotives. A breakthrough will not only put GE's Erie Locomotive Works on the cutting edge of technology but also inspire a new market for Pennsylvania coal," announced Senator John Heinz (R-Pa.), chairman of the Senate Coal Caucus. The research grant was awarded by the Department of Energy and is part of the



ALYN SPECHT

NEW JERSEY TRANSIT received its first GP40FH-2 (above) seen November 14, 1987. Note the four cooling fans and how the F45 hood overhangs the rear. On October 21 NJT officially opened its new Meadows Maintenance Complex (right) in Kearny, N.J. It will service all NJT diesel and electric motive power and equipment.

MIKE DEL VECCHIO

STEVE BROWN

C&NW 1385 operated with revenue freight over the Wisconsin & Calumet on November 4, 1987, seen here heading west from Waukesha, Wis., with W&C GP7 616. The 4-6-0 substituted for an ailing second Geep to haul a 22-car grain train to McFarland.

Fossil Energy Development Program which is strongly supported by Heinz and the Coal Caucus. The program authorizes $300 million each year to explore long-range research projects that promote energy independence and efficiency. GE will be joined by the New York State Energy Research & Development Authority and Norfolk Southern and Burlington Northern railroads. In contrast to the now-dormant ACE 3000 team which was working to update the steam locomotive, the GE project calls for a combination of fuel preparation and diesel engine modification to permit coal to be burned internally like fuel oil.

"A measure of GE's enthusiasm for the project is the $4.2 million they are willing to commit to secure this grant," Heinz observed. GE's goal is to have a running locomotive within two years from the project's start-up and be testing the commercial version within four years. The project is expected to get under way by early 1988.

It is interesting to note that Rudolf Diesel's original 1890s design was a coal-burner. A coal-fired diesel would also be attractive to nations who have to rely totally on foreign oil imports. A challenge for GE is to determine if Diesel's design can work with today's technology and horsepower demands.

NAPA VALLEY WINE TRAIN California's Napa Valley Railroad is turning out to be quite a rapidly-developing story. Freight operations have begun, as the Silverado Furniture Company of Napa announced it would be receiving shipments by rail. Jack McCormick, president of NVRR, expects to sign additional freight customers shortly and will begin twice-weekly service on the 21 miles of refurbished trackage. Trains will generally run during evening hours.

More passenger cars are also on the way. Nine former-Southern heavyweight coaches and one RPO were purchased from the Old Dominion and Charleston (S.C.) NRHS Chapters. The RPO will be turned into a mid-train HEP car. As soon as the cars arrive, they will be shopped for necessary mechanical work.

Now for the best news: the *Wine Train* is seriously looking for a

steam locomotive, about the size of a light Pacific or Ten-Wheeler. It has been offered larger engines, but the NVRR wishes to keep the steam locomotive relatively small.

The five FPA4s purchased from VIA (January '88 R&R) were still in Canada as of early December. Also, because it is getting the FAs, NVRR has opted not to finalize on the four E8s from N.J. Transit. Start-up of the dinner train is still targeted for spring 1988.

CN'S NEW WESTMINSTER BRIDGE On November 28, 1987, a loaded barge struck the Canadian National Railway's New Westminster Bridge just east of Vancouver, B.C., in a heavy fog. The barge, loaded with logs, was being pushed by a tug. The New Westminster Bridge is a swing span that carries the CN main line over the Fraser River on the southeast side of Vancouver and is the main route into the city for CN, VIA, BN (former-Great Northern) and BC Hydro. It was in the open position when struck, and the damage included stripping the gears, which would not allow the bridge to close. It could be out of service for six to 18 weeks. All traffic is being routed over the Canadian Pacific bridge at Mission City until repairs can be made.

This should make the picturesque CP line from Mission into Vancouver a great place for train-watching for a while. Both the CN and the CP operate parallel lines on the opposite sides of Fraser River approaching Vancouver from the east. With the bridge out, westbound CN trains on the Yale Sub will leave the CN at Matsqui Junction, cross Fraser River on the Mission City bridge and continue west on CP's Cascade Sub through Coquitlam Yard and CP's Westminster Sub to Sapperton, B.C. From there trains will travel over BN's 4th Sub to the Second Narrows Bridge into CN's Thornton Yard—a very time consuming move. Both lines are extremely busy under normal circumstances, and a typical detour day could yield 60 trains—DEWAYNE REINHART.

THE INDIANA RAILROAD This Indiana short line began operating the former Illinois Central Indianapolis District from Sullivan east to Indianapolis in March 1986 with a fleet of eleven CF7s from the Santa Fe (AT&SF 2485, 2506, 27, 28, 32, 39, 40, 43, 46, 51 and 2617). On October 16, 1987, the INDR debuted their new paint scheme on 2527, renumbered 200. The colors (page 2) strongly resemble the Monon passenger livery. Soon after, 2539 was in the shop being painted and renumbered 201.

The INDR is approximately 101 miles long with connections with the Soo Line (Milwaukee Road) at Linton, Ind., (15 miles east of Sullivan) and Conrail, CSX and Norfolk Southern at Indianapolis. The line is operated in conjunction with the Indianapolis Power & Light Company and supplies unit coal trains from the southwestern Indiana coal mines to the power plants.

PINSLY'S NEW FLORIDA MIDLAND Another Pinsly road, the Florida Midland, took over operations of three unconnected former Seaboard System branches in north central Florida. CF7 2643 from the Florida Central was lettered for the new line in early November 1987. Soon to be on the Florida Midland roster will be two of the Frankfort & Cincinnati Alcos, S2 103 and S4 107. The third, F&C S2 104, will be moved to the Plymouth, Fla., headquarters and used as a parts engine.

The three branches include a 15-mile former-SAL line from Wildwood to Leesburg (where the 2643 will be initially assigned), the twelve miles of former-ACL from Lake Wales to Frostproof (CF7 2503 has reportedly been purchased to operate this line) and the six-mile ex-ACL Gordonville Spur which includes rights to cross the CSX Miami Subdivision (SAL) main line to reach a switching operation of less than a mile of track in Winter Haven. This track is restricted to 10 m.p.h. and will get the Alcos.

The Florida Midland shares its headquarters with the Florida Central at Plymouth (October '87 R&R). Two cabooses have reportedly been purchased and will eventually serve as Florida Midland offices, remaining on their trucks.

PHOTO FREIGHTS An increasingly popular event at tourist lines and museums across the country is the "photo freight." The St. Louis Iron Mountain & Southern ran their H.K. Porter (ex-Crab Orchard & Egyptian) 2-4-2 No.5 with four modern freight cars and a caboose for their First Annual Railfan Weekend on November 7-8, 1987. An enthusiastic 250 people attended the event, which included steam freights and mixeds, motorcar rides and a night photo session. The StLIM&S operates over the Jackson & Southern short line on a former-MoPac line (yes, the *original* St. Louis,Iron Mountain & Southern). For this event, excursions ran about five miles between Jackson and Gordonville, Missouri.

The Connecticut Valley Railroad Museum in Essex, Ct., has been making a lot of news recently with the quantity and quality of their diesel restorations. At their 1987 Railfan Day on November 15, the new attractions were their New Haven FA1 0401 and U25B 2525. The FA is a converted Long Island "power pack" cab car, and while not yet self-powered, it has a fully functional cab. It was m.u.'d to NH RS3 529 (March '87 R&R, page 66) and hauled both freight and passenger trains throughout the day.

Similar duty was performed by the completely operational 2525. The U25B received a first class restoration inside and out. It is a significant piece, being the last locomotive built for the New Haven Railroad. It was renumbered by Penn Central to 2685 and carried that number through Conrail. Because of its cab signals, the 2685 was kept around New Haven for most of its Conrail life, until being placed in storage in 1980. In late 1985 Conrail decided to scrap many of the U25Bs, including the 2685. Arrangements were made by CVRM to have the locomotive donated by Conrail and transported to Old Saybrook only weeks before the scheduled scrapping. It arrived on the property January 8, 1986. During Railfan Day, CVRM held a dedication ceremony thanking Conrail for its generosity.

BAY COLONY RAILROAD On October 24, 1987, the Bay Colony Railroad unveiled the latest addition to its locomotive fleet, GP9 1751 (former Conrail 7308, NYC 5908) in the flashy gray, yellow and orange livery. The unit debuted in passenger service, hauling an excursion train of three former-VIA coaches from South Dennis to the construction site of the SEMASS waste-to-energy plant in Rochester, Massachusetts.

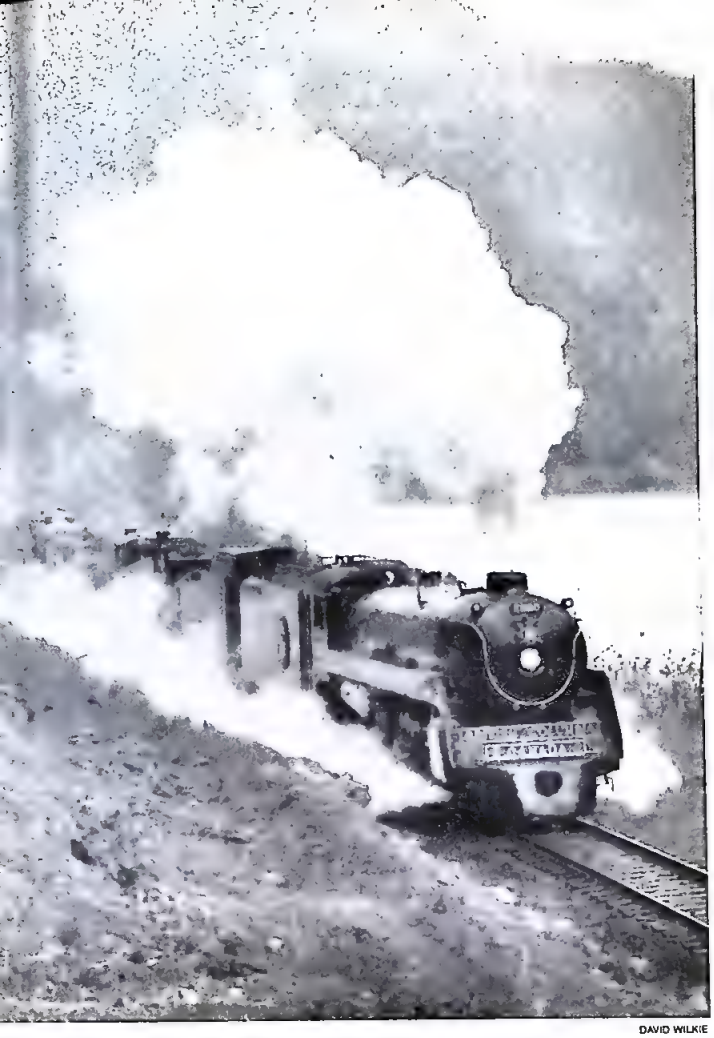
The SEMASS plant will burn 1800 tons of trash per day from communities throughout southeastern Massachusetts and Cape Cod. Much of this trash will be hauled by Bay Colony. Trash/rail transfer stations are proposed for Braintree, Otis Air National Guard Base and Yarmouth. The Bay Colony plans to use 50-foot boxcars to haul the trash. They will be modified by removing the roof, welding the side doors shut and adding interior bracing and a smooth angled floor liner. Each car, capable of holding 40 to 60 tons of trash, will be unloaded by a rotary dumper at the SEMASS plant. The October 24 outing permitted Mid and Lower Cape town officials to ride the train and encourage their participation in the project. The SEMASS plant will be operational by mid-1988.

On the varied roster of Bay Colony exists one GE 25-tonner, No. 151. Presently it is kept in Hyannis, Mass., on Cape Cod, and sees occasional switching service in a small yard there. Like the Geep, this diminutive goat wears the yellow, orange and gray colors (see page 62)—WILLIAM R. REIDY.

THE SOUTHERN PACIFIC In a continuing move to cut operating expenses, SP has eliminated all but a couple of through trains on the Los Angeles to San Francisco Coast Line and has practically abolished San Louis Obispo as an employee outpost. Rumors also continue that the railroad is trying to embargo an isolated stretch of track south of Salinas and north of San Louis Obispo in an effort to close the line as a through route. This same rumor says that the railroad would love to have Amtrak buy the line and maintain it. Embargoing through lines has been successfully done by the SP at least twice before.

Meanwhile, the SP motive power position is getting more and more critical. Apparently, the freight traffic has increased over the last few months, and even though there are hundreds of diesels stored, the SP has had to lease units from almost anyone who has something to offer. Seen in one day at Taylor Yard in Los Angeles were MoPac SD40s, BN SD45s, Southern high-hood SD45s, a Kyle GP40 and a mysterious "Black Maria" GP40.

Of the many stored SP locomotives, almost 200 have recently been sold to a Texas scrap dealer. They include U33Cs, GP9s, GP20s,



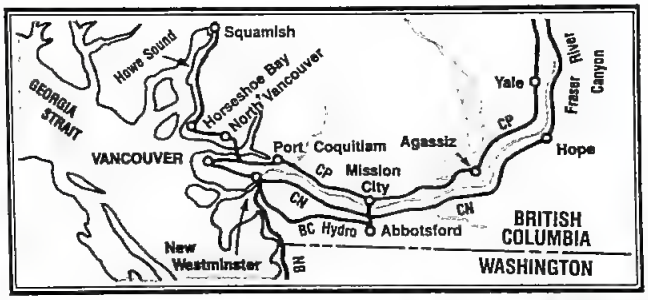
DAVID WILKIE

CHARLES H. BOGART

HOWARD PINCUS

PHOTO FREIGHTS and a dedication of New Haven U25B 2525 were featured on CVRM Railfan Day in Essex, Ct., November 7, 1987. Left to right are CVRM's Bill Sample, Conrail's Robert McKernan, and CVRM's Scott Wisner, Bill Dulmaine and Dave Williams. Ceremony honored Conrail for the donation and Scott for heading the project.

ROYAL HUDSON 2860 is southbound at Darcy, B.C., on October 3, 1987, with a two-day fantrip from Vancouver to Lillooet on a rare venture north of Squamish on the British Columbia Railway.



J.M. BOYD

CN'S NEW WESTMINSTER BRIDGE over the Fraser River east of Vancouver was hit by a barge November 28, 1987, putting it out of service. A BC Hydro freight is shown on the bridge in May 1986.

PINSLY'S NEW FLORIDA MIDLAND will get the three F&C Alco switchers, seen ready to depart Frankfort, Ky., in October 1987.

GP30s, GP35s, SD7s, SD9s, SD45s, SW1200s and SW1500s. It is interesting to note that SP recently hauled all of the units stored in Texas to Los Angeles to be sold. Now they are going back to Texas. The biggest problem now is to get the units in good enough shape to be hauled dead-in-tow. Some units will be stenciled "this unit does not meet FRA requirements." Presumably, all of these sold units will be partial payment for the new GE Dash-8 40Cs and GP60s.

ROYAL HUDSON 2860 The Pacific Locomotive Association sponsored a two-day trip from North Vancouver to Lillooet, B.C., and return on October 2-3, 1987, with British Columbia Railway's Royal Hudson 2860. This marks only the second time the Royal Hudson has been north of the Squamish shops in excursion service. The consist was the 2860, BCR M420 644, a baggage car, three coaches and the parlor obs *Britannia*.

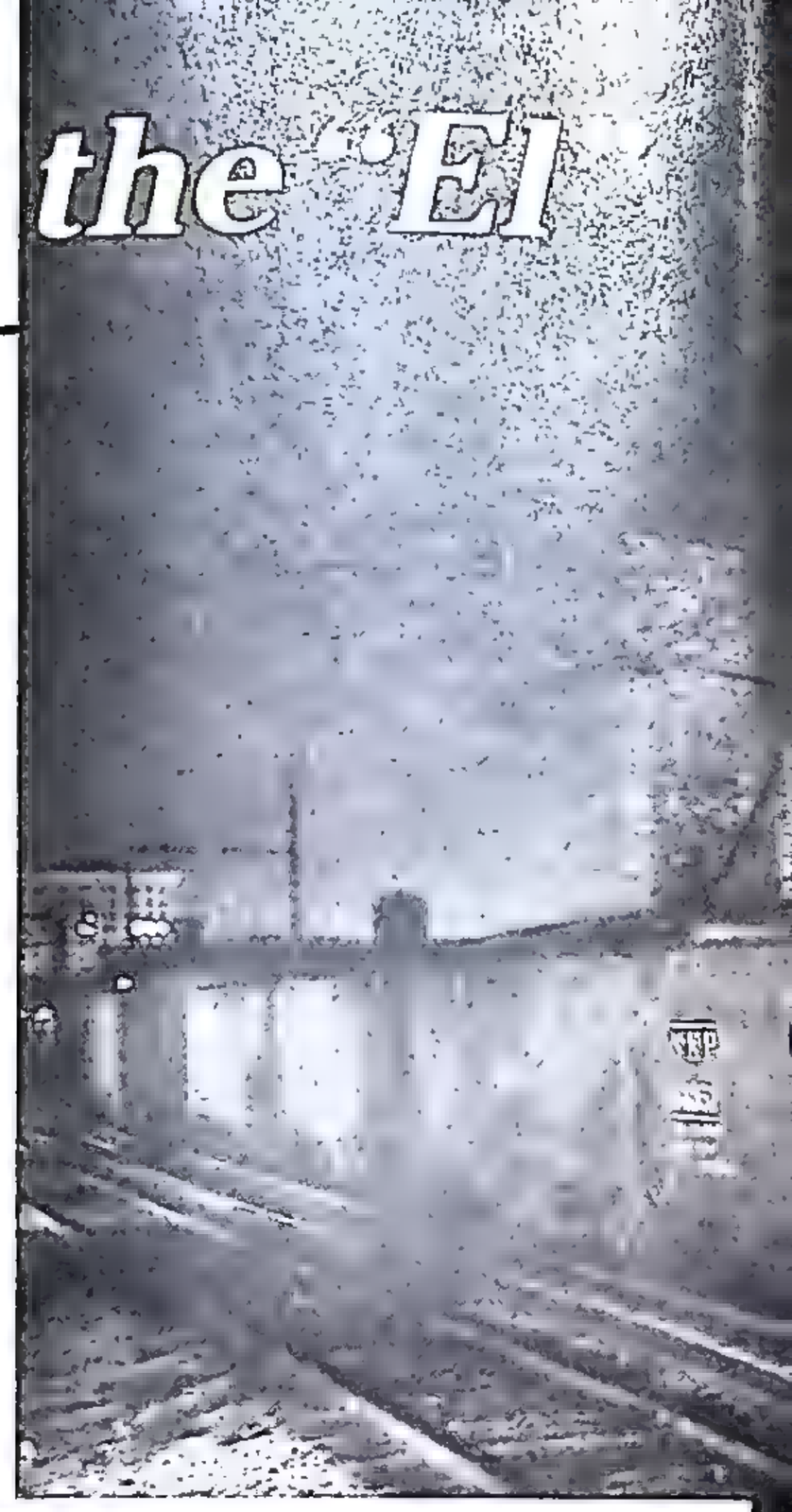
In February 1988 the 2860 was to have ventured over the CPR main line from Vancouver into the Canadian Rockies with a vintage passenger train, traveling entirely by daylight through Fraser Canyon, the Spiral Tunnels and Kicking Horse Pass to Banff, where it was to have been an attraction at the Winter Olympics. You will note the past tense. CPR operation and equipment requirements caused the plans to be cancelled.

In the Good News Department, however, the 2860 should do more runs to Lillooet in 1988 and *may* participate in a VIA Rail "Rockies in the Daylight" once-a-week scenery cruise train to operate through the mountains. We will present the details as they are available.

METROPOLITAN TRANSIT

Freight on the 'El

by Walter L. Weart



It was Interstate Commerce Commission Finance Docket AB-7, Sub 4, served on December 22, 1972, that brought it all to an end—albeit not until April 30, 1973. That last run closed out what was surely one of the most unusual freight operations in the country. It received little attention, since almost all of its operations were conducted at night. Few fans discovered it, since it was seldom publicized, and those who knew about it said little.

The freight train was operated on the "el" tracks of the north side by the Chicago Transit Authority, a throwback to the early 1900s and its predecessor, the Northwestern Elevated Railway Company. The origin of the service dates back to August 22, 1907, when the Chicago, Milwaukee & St. Paul operated both freight and passenger trains on a branch north from Chicago to Wilmette, Illinois.

In 1907 a contract was signed between the Milwaukee Road and the Northwestern Elevated Railway for the latter to electrify certain tracks and provide passenger service from Wilson Avenue in Chicago to the end of the line at Linden Avenue in Wilmette. Anti-smoke ordinances of the City of Chicago required the tracks to be electrified. Along with this, plans were made to elevate a portion of the line to eliminate many street level crossings. Until such work was completed, the Milwaukee Road continued to perform freight service with steam power.

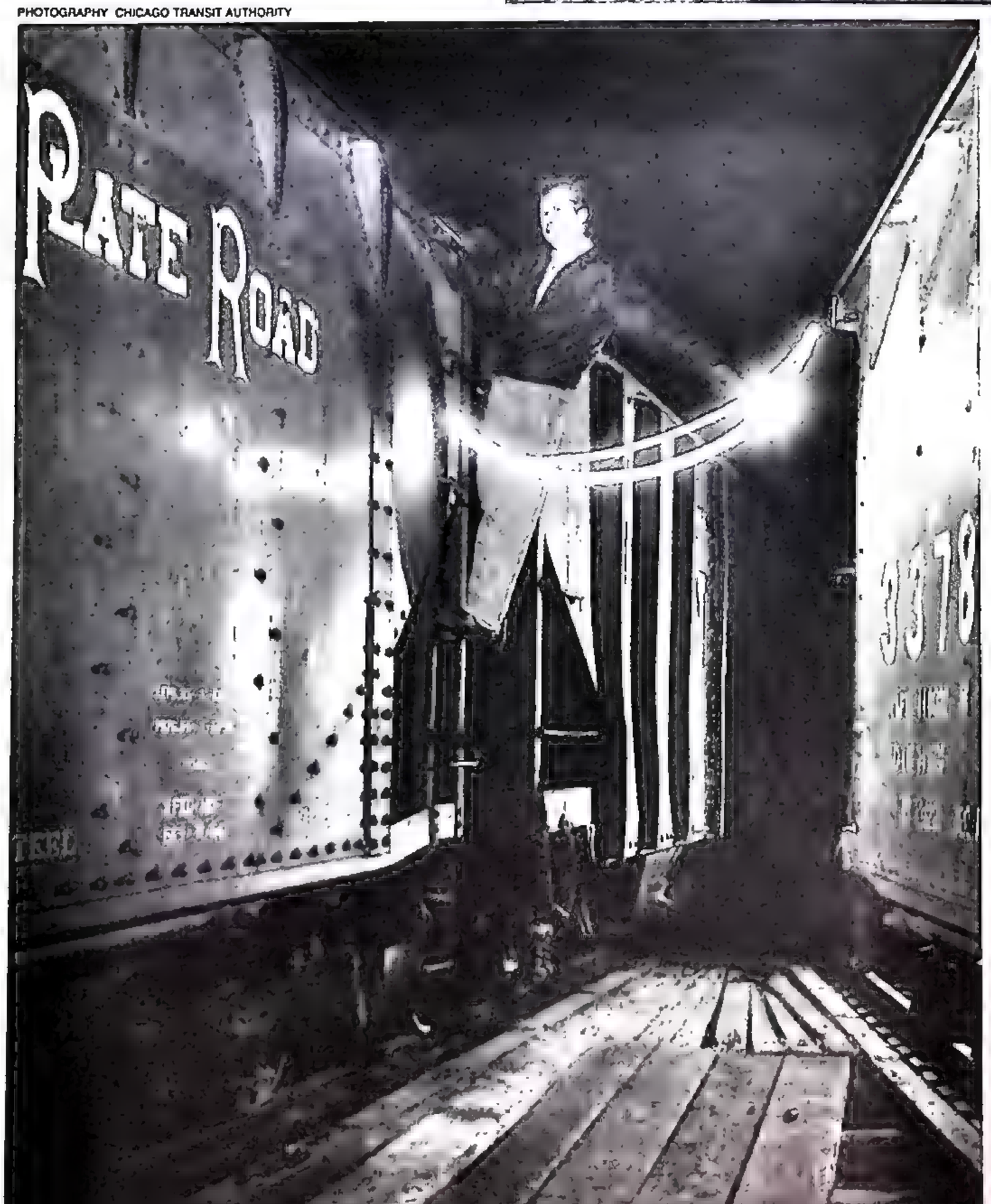
During 1920, the Northwestern Elevated purchased two Baldwin steeple cab freight motors, S-104 and S-105. As was usual, these engines were equipped with Westinghouse electrical gear. The two 50-ton units each had four 150-h.p. traction motors and were equipped for multiple unit operation. To allow operation anywhere on the line, they were equipped with a trolley pole, pantograph and third rail shoes.

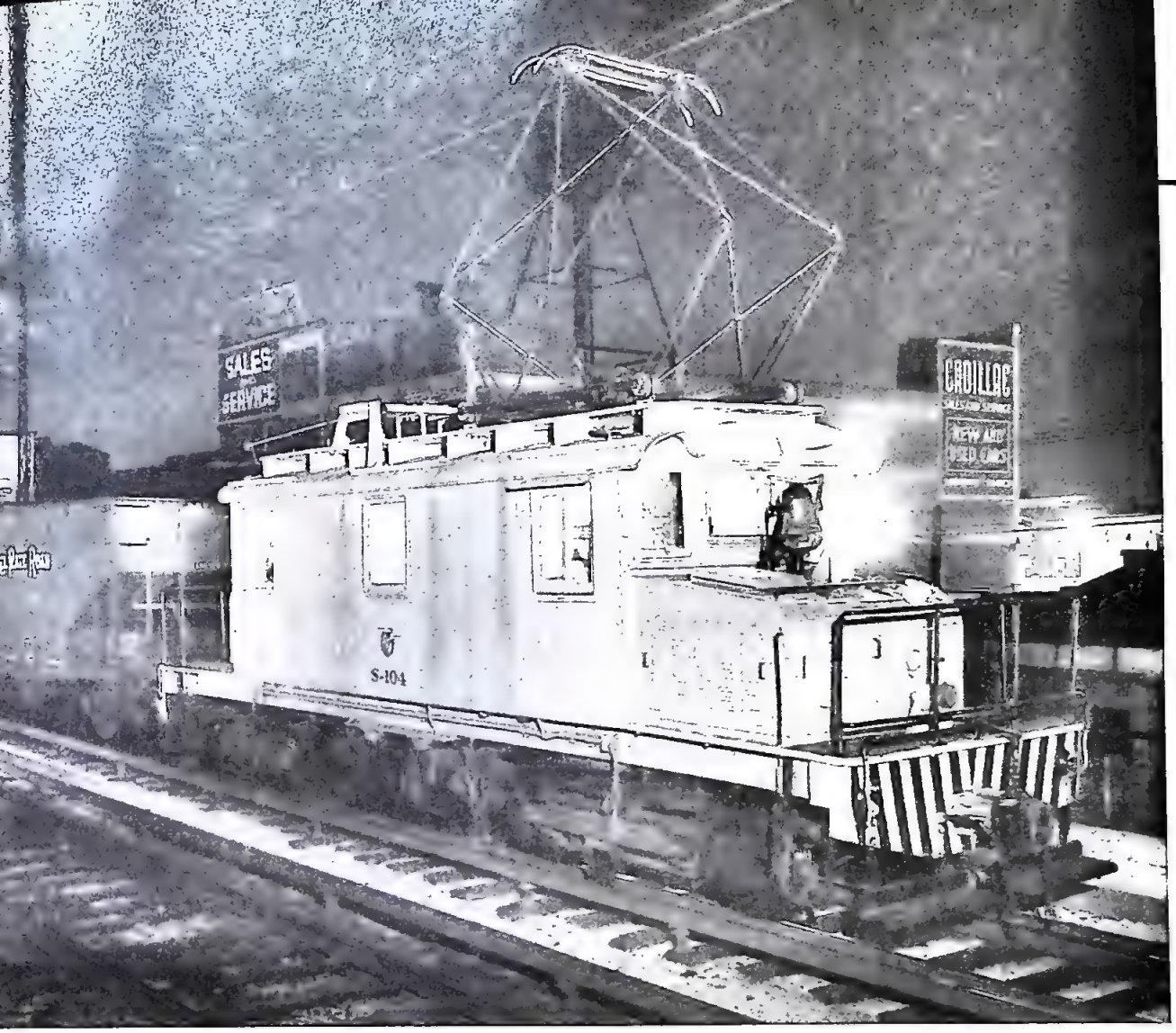
Their initial assignments were work trains during the elevation of the old Milwaukee line, hauling fill and construction materials. Once the elevation project was sufficiently completed, the Baldwins took over freight service from the Milwaukee steam engines. The changeover was made about November 1, 1920, and the two Baldwins continued to perform the service right up to the end.

The Chicago North Shore & Milwaukee entered the picture when they desired a downtown route for their Shore Line passenger trains. A track connection at Wilmette permitted them to operate first to Church Street in Evanston and eventually all the way to The Loop. The North Shore's operations were made subject to the rights of the Northwestern Elevated under their agreement with the Milwaukee Road.

The Chicago Rapid Transit took over the Northwestern Elevated in 1924 and along with it the contract obligation to provide freight service. The CRT continued to run freight trains until 1947, when the newly-formed Chicago Transit Authority assumed control of all Chicago transit lines, both surface and ele-

PHOTOGRAPHY CHICAGO TRANSIT AUTHORITY





BALDWIN MOTOR S-104 was performing typical CTA night work at Lill Coal Company near Foster Avenue in 1965. Switchman Carl Lyday (left) was spotting the hoppers.

vated. The contract continued in force under the new operator.

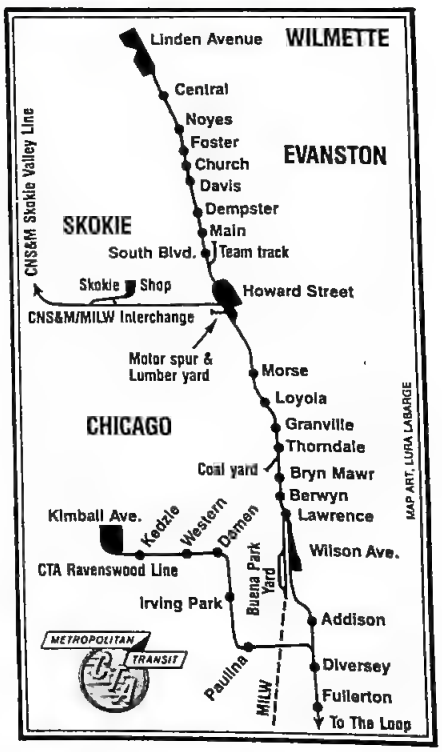
In September 1953 a contract of sale was completed with the Milwaukee Road granting the CTA all properties north of Irving Park Road to the end of tracks at Linden Avenue, Wilmette. One of the provisions of the contract was that the CTA continue to operate freight service between Montrose Avenue in Chicago and Church Street yard in Evanston. The escape hatch was that the Milwaukee Road could—and finally did—petition the ICC for permission to cease the service. Removal of the burden from the Milwaukee Road would also relieve the CTA of its obligation.

North of Irving Park Road, or Buena Park as it is officially known, a ramp provided access between the ground level Milwaukee tracks and the "el" structure. The interchange yard consisted of two tracks.

Most of the line used catenary-type overhead, except for direct suspension trolley wire between South Boulevard in Evanston and Granville Street in Chicago. There was also direct suspension trolley north of South Boulevard team track, but no freight operated over this portion for many years before the end. Between runs, the motors were usually spotted on a stub spur at Howard Street.

Until the early 1930s, the Milwaukee Road and North Shore used to interchange cars for the freight customers served by the North Shore in the Skokie area. The Rapid Transit engines took them from Buena Park to East Prairie Road in Skokie, where the NSL units picked them up for final placement.

The North Shore's famous piggyback service (first in the nation, dating back to 1926) used this route to reach its ramp at Buena Park. Dispatch box mo-



Freight on the "El"

tors and refrigerator cars also went this way to reach their freight house just north of the Buena Park interchange at Montrose Avenue. Even though the North Shore used the track, the two services were separate, and the Rapid Transit engines did not participate. The only exception was during World War II when the Rapid Transit engines worked nights on their own runs and were loaned out during the day to the North Shore to help move the heavy wartime traffic.

The industries served by the Rapid Transit line were in keeping with its origins: several coal yards, a warehouse, two power plants, a lumber yard and a team track. Gradually the power plants closed, and the conversion to home heating by oil and gas spelled the end for all but one of the coal yards. The team track business dried up, the warehouse closed and the lumber yard went out in a spectacular night fire. Carloadings dropped more and more each year.

In 1955, for example, 3956 cars were handled, while 1964 saw only 2485. The area along the el did not lend itself to industrial development, and tonnage continued to decline. Only 51 of the cars handled in 1964 were not coal. In 1972, the last full year of operation, only 118 cars were delivered.

One of the largest movements in the last years occurred when Lill Coal, by then the prime customer, ordered 45 cars of coal under a then newly-published rate which gave an incentive to "trainload" shipments. All 45 cars arrived at once, and the Milwaukee handed them to the CTA—which needed three nights to complete delivery. The Milwaukee quickly withdrew that particular rate, and the move was never repeated.

Neither the CTA nor its predecessors ever participated in the revenues on a mileage basis, as would a connecting steam road. Instead, they made a monthly billing to the Milwaukee Road on a flat "per car" basis. There were never any tariff references to the CTA, and all the industries and stations were shown as being served by the Milwaukee. The only contact between the CTA and its customers was in the preparation of switch lists and other direct operating matters.

At one time, a four-wheel caboose trailed along behind the train, but when the condition of the 0-499 deteriorated to the point where it had to be removed from service, it was not replaced.

Faced with declining tonnage and rising costs, the Milwaukee finally applied to the ICC for abandonment of the CTA service and a portion of its own connecting link. By now the area was a highly congested urban neighborhood, and the ground level connection had many grade crossings and other operating problems. Though it was opposed by the last of its customers, the Milwaukee was granted approval by the ICC in December 1972. The last run took place on April 30, 1973, and within a week the wire was taken down.

The two Baldwins stayed on the property in work train and snowplow service until late 1978, when they were sold to Toledo Edison in Toledo, Ohio, where they joined three other interurban freight survivors. Thus ended Chicago's era of freight on the "el." ⊂

CTA'S OTHER MOTOR, S-105, was photographed at the Milwaukee Road Buena Park interchange in 1965 with hoppers from Lill Coal. The service ended in April 1973.

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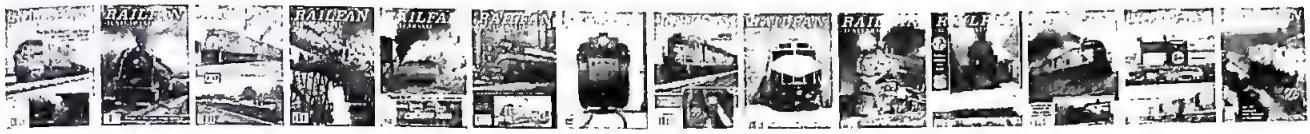

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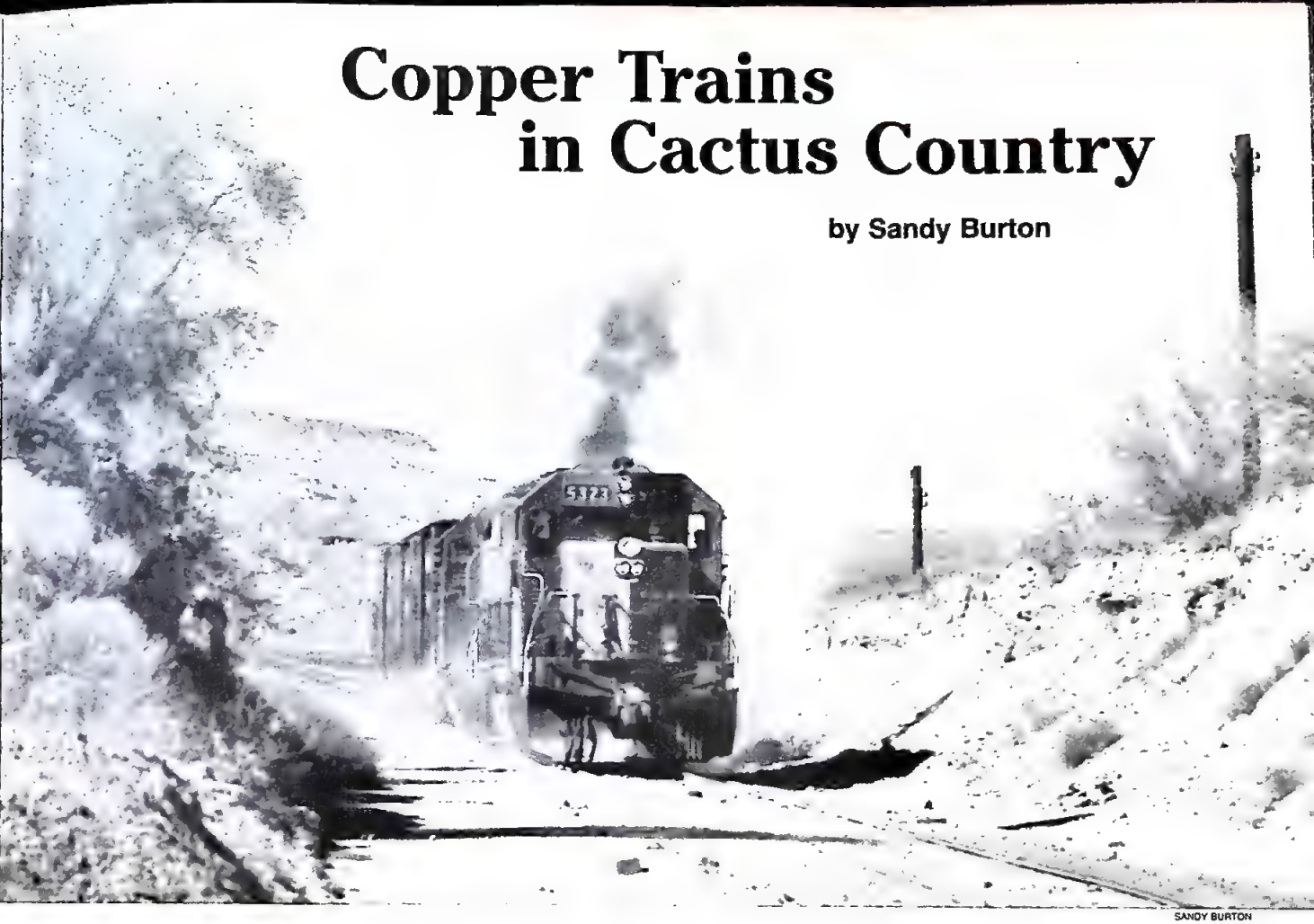
Copper Trains in Cactus Country

by Sandy Burton



FORMER SOUTHERN PACIFIC SD39s 5323 and 5324 were working the Ore Drag at Hayden on October 24, 1986. These units have since been renumbered and had white nose stripes applied.

The mountains of the desert country southeast of Phoenix, Arizona, are rich in copper ore, and significant mining operations have developed over the years along with a rail network to exploit this natural resource. With private railroads and Southern Pacific lines reaching into the hills, it has been an area comparatively unknown to railfans, who often pass by "headed for somewhere else." Like other mining operations, from coal in West Virginia to iron ore in Minnesota, the fortunes of the copper railroads can rise and fall with a few cents value in the marketplace for copper or the relative competitiveness of individual mines and smelters. This sort of situation did not sit comfortably with the Southern Pacific, which had crews and management closely involved with the copper operations on its 54-mile Hayden branch.

In 1986 a new railroad company emerged on the scene to take over the Hayden branch and a related former-Kennecott spur. The Copper Basin Railway was formed by Rail Management of Dothan, Alabama, which has considerable experience with industrial railroad operations and feels it can provide better service at less cost than the previous operators.

The Hayden branch diverged from the SP's Phoenix-Tucson line at Magma Junction (where the now nearly-defunct Magma Arizona Railroad makes an occasional delivery of perlite down from Superior with one of its Baldwins). Near the end of the branch is the big American Smelting & Refining Company (ASARCO) smelter just beyond Hayden. Ore for the smelter was brought off the Kennecott spur from Ray Mine, about 25 miles to the west. Prior to 1986, black and yellow Kennecott units (two GP39DCs and a GP39-2) brought the ore down from Ray Mine to Ray Junction, where the SP handled it eastward up to the smelter at Hayden. The Copper Basin now operates both the SP branch and the Kennecott Ray Mine spur.

CBR COPPER BASIN RAILWAY INC.

Power for the Copper Basin

Operations of the new railroad began on June 1, 1986, with four former-SP SD39s, three ex-Rock Island rebuilt GP9s and the three leased former-Kennecott GP39/39-2s on the property. Shortly thereafter, five former-Burlington Northern GP9s arrived, temporarily displacing the Kennecott engines.

The SP SD39s, after a short trial lease period, were purchased by the Copper Basin. They carried their SP numbers for several months but were renumbered 301-304 in the fall of 1986. While retaining their SP red and gray colors, they have recently received white "scare stripes" on their noses. They are used primarily on the ore drags between Ray Mine and the dumper at Hayden and are prohibited on the light former-SP rail between Ray Junction and the SP main line at Magma Junction.

The three Kennecott engines were leased at start-up until all the ex-BN GP9s being rebuilt by Chrome Loco at

Silvis, Ill., were delivered. Having been in continuous service since before their arrival on the CBRy, the GP39s were the most reliable engines initially on the railroad and were preferred by the crews because they were air conditioned. They were used on the Smelter Job and sometimes on the Magma Turn. After the arrival of the last GP9s in the fall of 1986, the GP39s were returned to ASARCO, which had taken over the Kennecott operation. However, in June of 1987 the trio was purchased by the Copper Basin, and they are now numbered 401-403, while retaining their KCC colors.

All eight of the ex-BN and RI Geeps were rebuilt, chop-nosed and painted in Copper Basin colors by Chrome Locomotive. The three ex-RI GP9s, 201-203, were on the property before start-up in June. All three units were products of Rock Island's Capital Rebuild Program of the mid-1970s. The 201 and 202 were originally RI "GP18m's" 1239 and 1238, rebuilt in 1963 from a pair of wrecked F-units, while the 203 was originally RI GP9 1329. All were rebuilt in Silvis in 1976-'77 as GP9s.

Ex-BN GP9s 204, 205 and 207 arrived by mid-July, 1986, and 206 and 208 completed the roster in October. There are three different styles of GP9s represented in the five ex-BN units. The 205 (GN 670) and 208 (CB&Q 274) are pure *vanilla*, while the 204 (which, interestingly enough, got its original Northern Pacific number back) has dynamic brakes, and the 206 and 207 (NP 244 and 276) have "torpedo boat" roof-top air tanks (the 244 was boiler-equipped on NP, the 276 was not).

The original color scheme of the Copper Basin was gray with white nose stripes and a two-tone green saguaro cactus logo on the long hood. However, you can discern only the dark tone of the cactus unless you are quite close to the unit, and the pale-green outline and lettering next to the cactus and like-colored numbers on the cab virtually disappear even in the best lighting conditions. The desert saguaro cactus is being replaced by a new logo featuring the railroad's initials "CBR" in white leading a string of copper-colored ore jennies on a black background. This new logo is, unfortunately, rather small and difficult to distinguish from a distance.

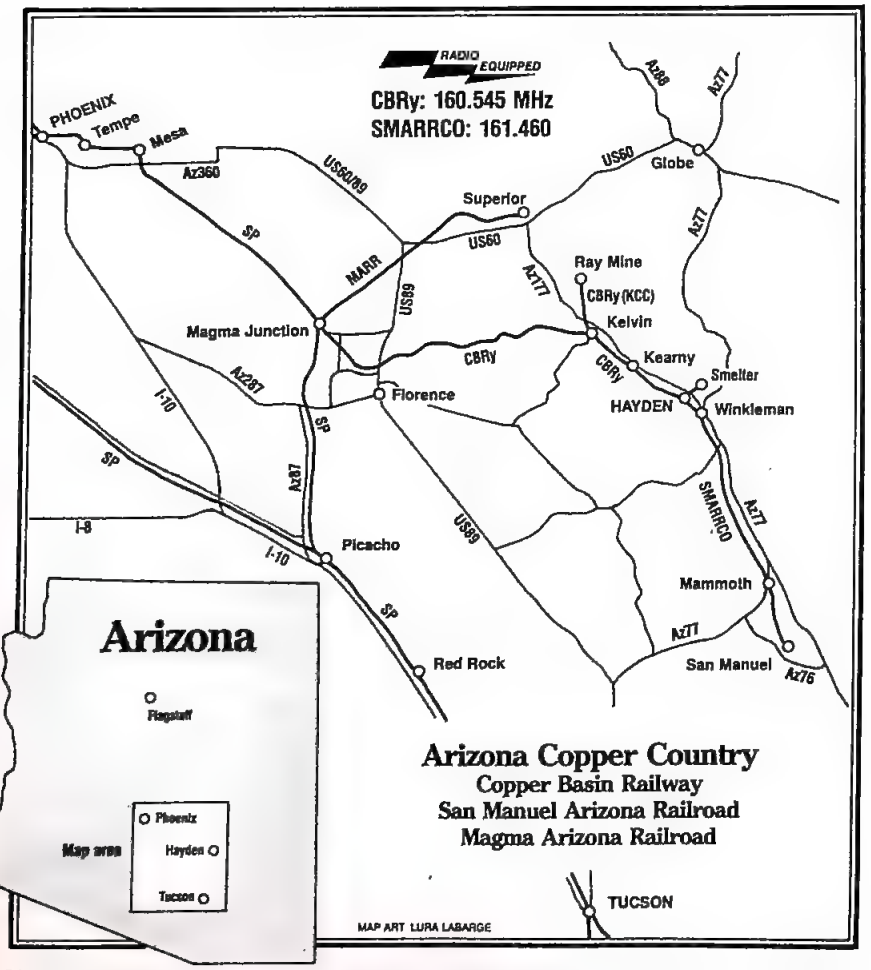
Operations on the Copper Basin

There are five regular jobs on the Copper Basin. The primary ones are the "Ore Drag" and the "Ore Dumper," which operate around the clock seven days a week with two man crews to bring ore from Ray Mine to the Hayden dumper. After experiments with several different procedures, the railroad has essentially returned to the operating practices of the SP and Kennecott days, except with smaller crews. Trains of 47 loaded ore jennies are brought by the Ore Drag from Ray Mine to Ray Junction. Normal power is a GP39 or GP39-2. At Ray Junction, the Drag crew swaps trains, but not power, with the Ore Dumper crew and returns to the mine with empty jennies to be reloaded. The Dumper crew, with a pair of SD39s for power, then takes the ore approximately 15 miles to Hayden, where the train is pulled through the covered dumper and then shoved back for the dumping operation which feeds the ore to the crusher. Usually six round trips are made each day, though that may vary with mine operations.

A third daytime crew, the "Smelter Job," is usually called for 7:00 a.m. to switch the ASARCO smelter. This job, which operates six days a week, rates three Geeps to haul supplies for the smelter up the steep grade from the Hayden yard. Most of the time this job is out of sight in the smelter, but it can put on quite a show as it climbs one of the two lines to the smelter.

The newest job on the Copper Basin is the "Roustabout," which is called for 1:30 p.m. and is used to handle the San Manuel Arizona Railroad interchange, do any switching at the smelter that the Smelter Job did not complete, and make up the evening local.

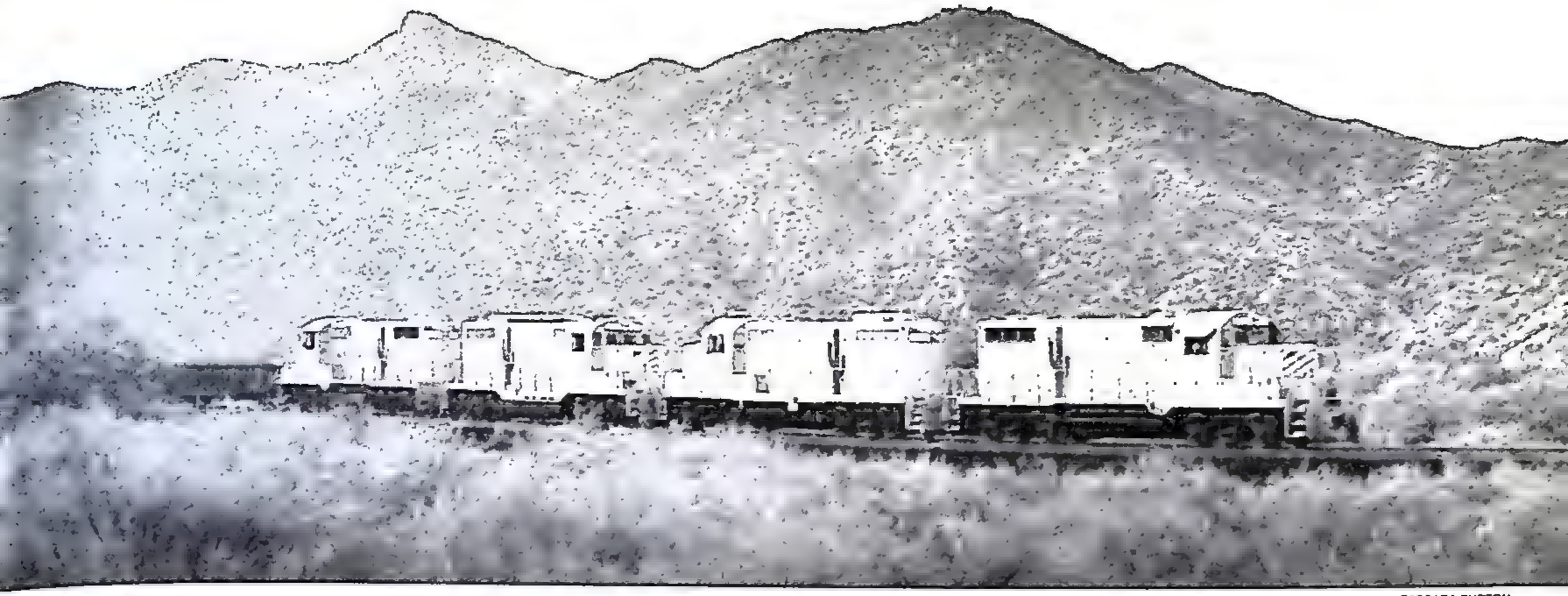
The last job is the local known as the "Magma Turn," which operates between Hayden and the SP interchange at Magma Junction every night but Saturday. The departure time from Hayden will depend on the SP's anticipated arrival at the junction, but the round trip is usually completed before dawn. At one time this train's Sunday departure from Hayden was scheduled at 8:00 a.m., which made it just fine for chasing, but now it is strictly a nocturnal event. Normally this train will have three Geeps.



Railfanning the Copper Basin

Your first stop when visiting the Copper Basin should be at the railroad's office in the yard just north of Hayden on Route 177 to obtain permission to be on the property. You will also be able to find out what crews are operating and their current location. You should not have to make a pest of yourself to keep current on train operations once you have your initial line-up if you tune your scanner to the CBRy frequency of 160.545 MHz.

The railroad stays close to Route 177 from Winkleman north through Hayden to Kearny. The dumper at Hayden is right beside the highway. Just south of the dumper is a grade crossing which allows plenty of photo



BARBARA BURTON

FOUR REBUILT "GP18s" were on the road at Kelvin with the Copper Basin's Magma Turn local headed for the SP interchange at Magma Junction on Sunday, July 20, 1986. This job operated for a while during daytime but presently runs only at night.

opportunities from public property. This point is also the northern end of the San Manuel Arizona Railroad. A dirt road can be followed along the west side of the SMARRCO interchange tracks to photograph their mid-day operation.

A short distance north of the dumper there is another dirt road off of Route 177 which crosses the tracks. There are several vantage points in this area for photographs, but be careful about straying onto the smelter property.

Just south of the Hayden yard the line to the smelter crosses Route 177 at grade and climbs up a steep grade. Photographs of the Smelter Job as it climbs the hill or returns from the smelter are possible at several places along the highway. The main line sweeps around a wide curve at this point too, which makes for a nice shot of an Ore Job.

North of the yard the railroad swings west away from the highway for a while but soon it is again close at hand. Just south of Kearny the railroad again swings to the west around the town by following the Gila River valley, while Route 177 climbs the hill on the east side of town. A secondary road follows the tracks for a while, but they are difficult to follow once you reach the edge of town.

Going north from Kearny there is another secondary road off to the left (west) which takes you back to the tracks near Kelvin. This road quickly changes to gravel as it dives into the valley. There are lots of twists and turns, but you end up at trackside in about a mile. The tracks are coming through a cut and on to a low trestle at this point. You can follow the tracks to Ray Junction in Kelvin on this road. At the junction the line to the mine swings east and runs along a paralleling road until they reach Route 177 once more. The branch crosses the highway and enters mine property. By retracing your steps along the branch to the west you will come to another grade crossing of the "main" line just north of the junction. The tracks turn west and become virtually inaccessible by conventional automobile until they crosses U.S. Route 89 in Florence as they approach Magma Junction. Sine there is very little daylight activity on this part of the line, its remoteness is of little consequence to a railfan.

The San Manuel Arizona

The San Manuel Arizona Railroad Company is essentially an extension of the Hayden branch that was built by Magma Copper in 1953 to serve its large underground copper mine at San Manuel, 30 miles south of Hayden. The road job to Hayden usually operates six days a week with one or both of the railroad's orange GP38-2s. However, an orange RS3 occasionally will substitute for or augment the GP38-2s as conditions require.

This job leaves San Manuel in mid to late morning for its trip up the San Pedro valley to Hayden, where it arrives around noon or shortly thereafter. They will cut off their funky caboose—the "War Wagon"—and set out cars to be delivered by the Copper Basin to the SP at Magma Junction. After picking up cars for the Magma Mine, they will tack on their hack and be on their way home within less than a half an hour, arriving at San Manuel around three or four o'clock in the afternoon.

At San Manuel, pale green RS3s, lettered MAGMA, are used to bring ore from the mine ten miles to the concentrator and smelter in town. These ore trains operate push-pull fashion with the RS3 leading on the trips down from the mine. On the return trip the train is controlled from a cab built into the end of an ore car. There are a total of eight RS3s on the property between the SMARRCO and Magma.

Railfanning the San Manuel Arizona is not easy, but the results can be spectacular. The engine facility is buried deep in the smelter complex at San Manuel and is, obviously, off limits to railfans. The line to Hayden crosses Route 77 south of Mammouth, and there are large trestles on both side of town. The one on the north side is a classic wooden structure that is easily accessible by car. Route 77 crosses the San Pedro River and follows its east side while the railroad follows the west side of the valley. There are several trestles along the line, but access from Route 77 can only be accomplished by dirt roads which allegedly ford the river. This author has not tried to cross since he does not have an all-terrain vehicle. There is no easy public access to the railroad again until it reaches Hayden.

The line from the mine to the smelter is much better for railfanning. Just off Route 77 to the west there is a public viewing area near the mine where you can observe the operations. But bring your binoculars if you want to see anything in detail. The railroad passes under the mine access road near the viewing area and then under Route 77. The

(Continued on page 54)

CBR COPPER BASIN RAILWAY INC.

The Legacy of A.E. Brown

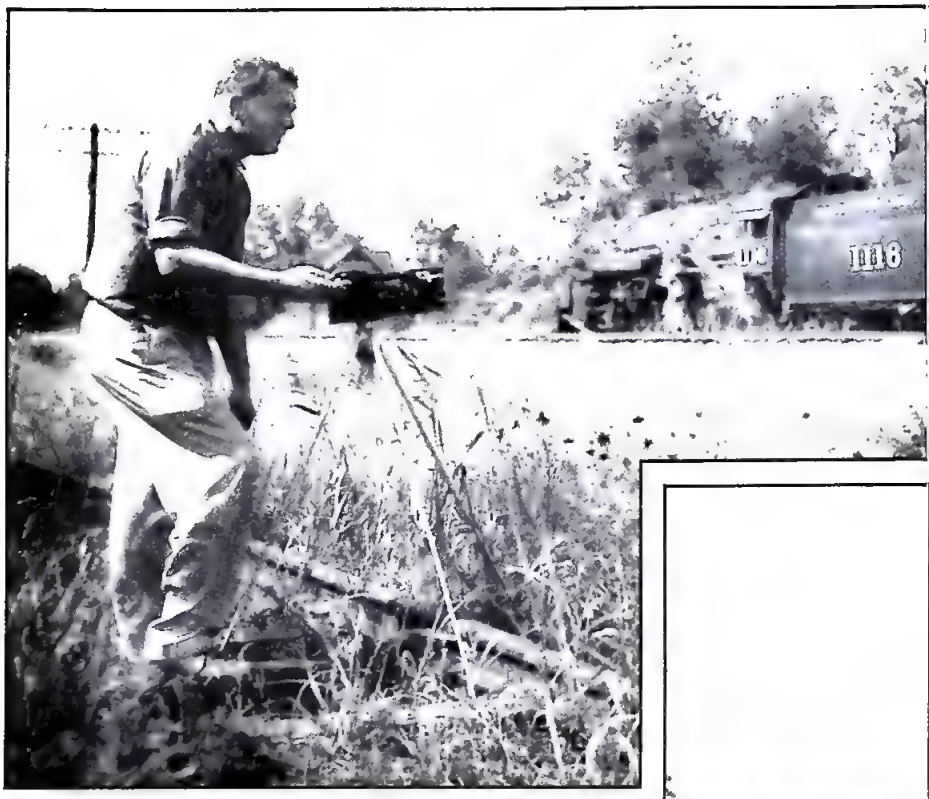
Albert Emery Brown was born in Akron, Ohio, on July 9, 1914, the son of Louis C. Brown, a civil engineer. When A.E. ("Buddy" to his friends) was four years old his father was killed in action in World War I, and the family moved to Shreveport, Louisiana, to live with an uncle.

Shreveport is the industrial and trade center of north Louisiana. Its population in 1920 was 60,000, and it was served by the trains of seven railroads. The bustling local railroads attracted young Brown's attention, and he began collecting railroad timecards in the late 1920s while still in his teens.

The Great Depression of the 1930s reduced railroad traffic everywhere, and in 1939 Brown wrote: "My interest in railroading started from getting acquainted with some towermen and telegraphers. The reason I commenced taking pictures was to provide a memory refresher of the trains that were fast being cut off during the Depression days, but the more you get into it, the more interesting it becomes, so for the last five years it has been my main branch of railroading."

In 1934, the year his interest in rail photography surpassed all his other interests, Brown had acquired the two most necessary tools of the trade: a camera and transportation. Of the camera, he wrote that year, "I use a Montgomery Ward postcard size camera (made by Kodak) which is about 3½ years old and has had innumerable new bellows and minor repairs. It has exposures from 1/25th to 1/100th and an f6.3 lens."

The camera had cost $17.50 new.



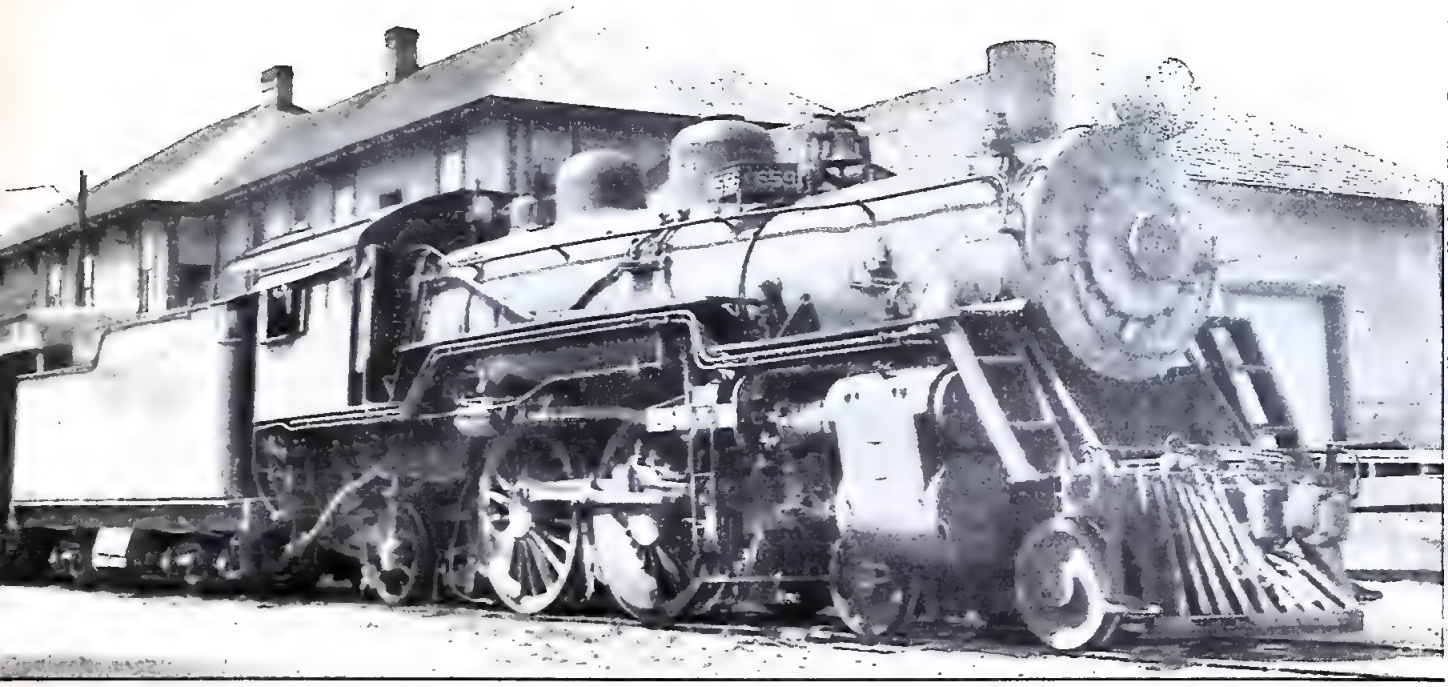
A.E. BROWN is shown here with his Zeiss Ikon postcard camera photographing the Missouri Pacific at Palestine, Texas, in 1953. One of his first railroad subjects was the little Texas & Pacific D-5 4-6-0 223 in Hollywood Yard at Shreveport; the negative is dated simply "early 1930s." The 1890 Baldwin was still in service but at the time was apparently dead in tow with her main rods removed. Thanks to a friendly freight crew, Brown was able to climb onto their caboose platform (**right**) for this dramatic late afternoon passing of Louisiana & Arkansas No.4 behind 4-6-0 393 at Hickle, La., on July 4, 1944. No.4 was the L&A's daytime train between New Orleans, La., and Hope, Arkansas.

PHOTOGRAPHY A.E. BROWN, EXCEPT AS NOTED

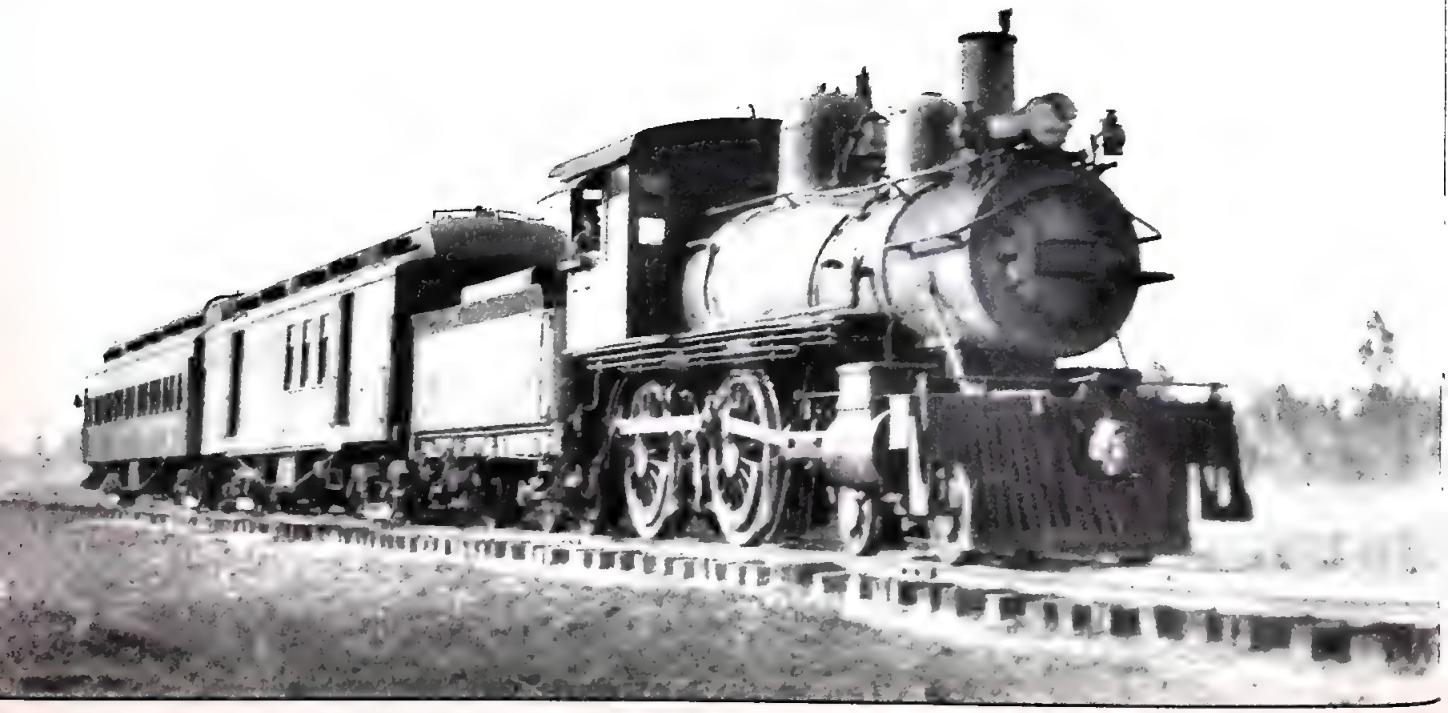
by Louis Saillard

CLARENCE PROVENE

DECEMBER 7, 1941, was a sunny Sunday in Louisiana, and A.E. Brown was out at one of his favorite photo locations, just north of Curtis, La., to catch Louisiana & Arkansas No.5, the *Flying Crow*, from Shreveport to New Orleans behind Ten-Wheeler 396. This day would change the world forever, but No.4 was going about business as usual 40 minutes out of Shreveport, where it had departed at 12:55 p.m. Rampart Street Station in New Orleans is eleven hours away.



SANTA FE ATLANTIC 556 was a pleasant surprise when Brown had been expecting a motorcar. It was at DeRidder, La., in May 1940 on the "Jasper & Eastern" between Jasper, Texas, and Oakdale, Louisiana. As Brown described it in a letter to Gerald Best, "This is one of those peculiar AT&SF engines which looks like it has been broken in two." He had a similarly colorful commentary about the photo **opposite top.** "The Missouri Pacific X-260 South is running about 10 m.p.h. on the most 'Jerkwater' road I have ever seen. The line runs from New Iberia to Patterson more or less parallel to the Southern Pacific. Top speed in the timecard is 15 m.p.h., but I don't think I have seen better than 10 or 12. It is the most tedious railroading I have ever seen, with the engine and every car leaning at a different angle. The man who does my photo finishing remarked that it looked like the caboose was about to fall off the track." There was no such problem with the handsome little Kansas City Southern passenger train No.216 **(below).** This train was the Lake Charles connection with the *Flying Crow* from DeQuincy, La., and was photographed behind 4-4-0 143 on March 21, 1937. In 1940 the railroad replaced the American and truss-rodded equipment with an air-conditioned bus, and the train vanished, though the line is still in use today.



Brown's transportation was originally provided by a bicycle, but in 1934 he acquired a 1928 Whippett automobile. In January of that year he described his photographic technique in a letter to his friend Bob Sellon by saying: "On my trips I often don't decide to go until an hour before I leave, waiting to see how the weather will be. I just grab my camera, a few extra rolls, perhaps some timecards and maps, hop into my 1928 Whippett, go by the service station and am on my way to a point usually 60-90 miles away. About the furthest I have ever driven was 220 miles."

Even with the reduced rail traffic of the early 1930s, that 220-mile radius was a world of diverse railroading, large and small. While many passenger runs of the 1920s had been discontinued, combined into mixed trains or converted to motor cars, 27 daily passenger trains still served Shreveport in 1936. Also easily accessible were the trains of the Rock Island at Ruston, the Texas & Pacific at Marshall and Texarkana, the Missouri Pacific at Texarkana and the Frisco at Ashdown. To the east lay such photogenic short lines as the Tremont & Gulf and the Louisiana & North West. To the west was an interesting assortment of Texas short lines and lumber operations.

Accompanying Brown on many of these trips before 1935 was another young boy, a Shreveport native three years his junior. That boy would move to Mississippi in later years, take up postcard photography himself in the late 1930s and become another of the South's pioneer railroad photographers. His name was C.W. Witbeck.

Brown's photography was greatly aided in the spring of 1935 with the purchase of a Zeiss Ikon postcard size camera which used 3½"×5½" sheet filmpacks. The f4.5 lens and 1/200th of a second shutter would make this his primary camera until pack film in this rare size became unavailable in the 1950s. The next year a new Plymouth replaced the Whippett, and that car would provide both family and railfan transportation until giving up with oil pressure problems eleven years later. Family transportation became a necessity when A.E. married Ruth Laughlin of New Iberia, La., in 1938. This was followed by the birth of two daughters in 1939 and 1945. Since the new Mrs. Brown was from south Louisiana, A.E. used his vacations home to visit family as an opportunity to photograph the Southern Pacific and Texas & Pacific in that part of the state.

As the 1930s progressed, diesel locomotion made a much publicized arrival on some American railroads, but with the exception of a few motorcars on the SP and L&A, Shreveport remained 100% steam. With diesels still far away in July of 1934, Brown wrote: "Regarding the *Zephyrs*, the Texas & Pacific was supposed to have bought one of a similar type last fall to be put in service between Texarkana and Ft. Worth via Paris and Dennison, and I went so far as to dash up to Texarkana last November to photograph the local passenger it was supposed to replace. But we've heard no more on the subject. I guess I am prepared to dislike it as there is a thrill like nothing else in a steam train, especially a long limited like the *Sunshine Special*. However...if the *Zephyrs* and the UP streamliners get business back, more power to them."

Brown's attitude against diesels was typical of the steam photographers of his time, but when diesels did come to Shreveport, they took little time in winning his approval. On March 21, 1939, he wrote Gerald Best: "A diesel has been experimenting on the KCS and L&A the past two weeks or so. Have taken a few shots of it both speed and still. It looks wrong by itself but good in action, except that with no smoke I doubt it can make a really good speed shot. It is something, though, to see the L&A train from Hope, Ark., to New Orleans, usually seen with a 4-6-0, gliding in with such power as that."

"Prepared to dislike it," as he once said, A.E. Brown was however unlike many of his photographic contemporaries in photographing dieselization from its earliest days. Brown continued to like steam locomotives and typically pursued them as they retreated toward obscurity. But he realized the diesel's place in railroading relatively soon and recorded on film the locomotives which many other photographers ignored.

Shortly thereafter came the War, and the declining railroading that Brown had sought to record again became a bustling industry. By the spring of 1942 the KCS was often doubleheading trains of oil, and the following year Shreveport saw new KCS engines brought in from the likes of the far-off Ann Arbor and Wabash, and never-before-seen KCS Mallets came down from the Ozarks to handle oil trains

without doubleheading. The Cotton Belt was running its 4-8-4 No. 800 into Shreveport where little 600-class 4-4-2s had been the typical power a few years before. The Southern Pacific was using numerous 700-class 2-8-2s and 900-class 2-10-2s to handle plenty of oil trains.

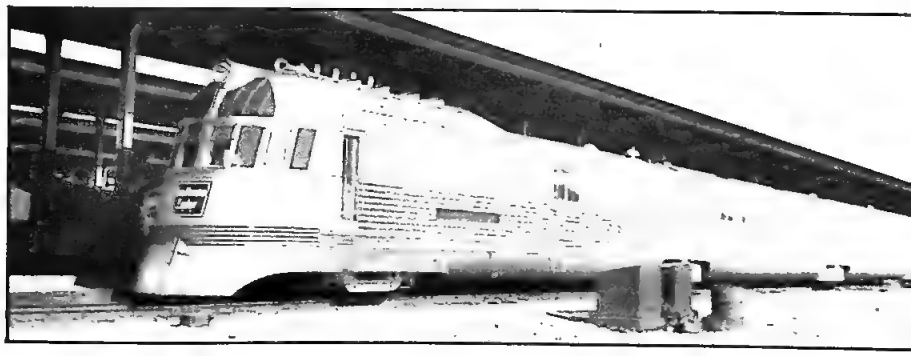
But these were busy times for everyone. A.E. Brown had been working for the Army & Air Force Exchange Service since 1933 and was then the office manager for the post exchange at Barksdale Field near Shreveport. As happened at other military installations, the operations at Barksdale were greatly expanded after 1940, and Brown lamented to Gerald Best in a letter dated February 17, 1943: "I have been considerably cramped keeping up with all this railroading due to working seven days a week and gasoline rationing, which has reduced me back to a bicycle. The SP daytime motor cars have long since gone back to steam power, mostly Atlantics. At last, after all these years, it would be possible in some cases to go down by the railroad tracks

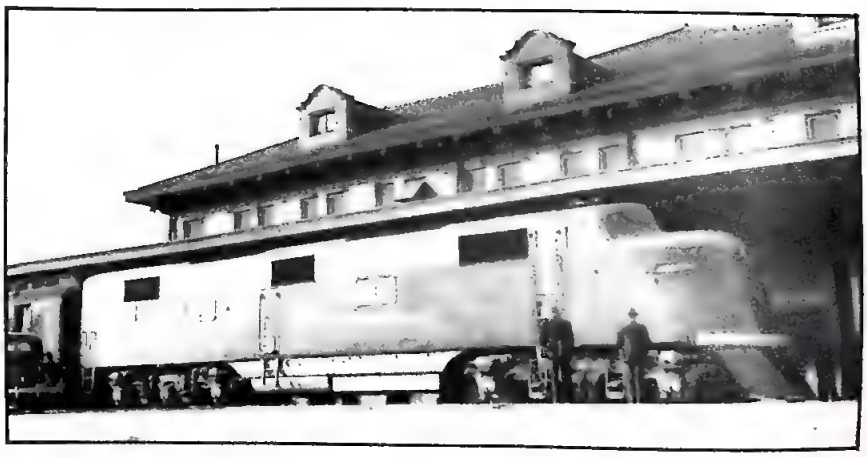
most any time you felt like it and snap the trains as they come by, instead of a large amount of maneuvering to get the few trains there were. It is indeed to be regretted that this especially interesting period to a great extent will escape our cameras."

With the end of World War II there were fewer trains but more time to seek them out. In January of 1947 Brown wrote the famous Colorado photographer, Otto C. Perry: "I have done very little for many years now except close to Shreveport. Except for a few business trips on which I was able to work in a few pictures, the last trip to speak of was in February 1941. My 1936 Plymouth played out at 165,435 miles. Am now equipped with a 1947 Kaiser, which is doing very well. Hope to get out and get plenty of photos during the coming year."

Indeed, that would be the case, and the prosperous late 1940s and early 1950s were some of Brown's photographically most productive years. The large number of rail troop movements during the Korean War were of particular interest, and many local short lines and a few big roads remained in steam. Also, 1952 saw the publication of the book, *Locomotives and Trains of the Kansas City Southern, Louisiana & Arkansas Railways* by A.E. Brown. Privately printed and financed, it provided a showplace for 58 of his favorite KCS/L&A photographs. While the effort did recoup its cost, it was hardly a financial triumph, and Brown's oldest daughter, Mary Ellen, still recalls, "There were boxes of books around the house for years." Eventually, all 1000 hardcover copies were sold, and the modest work

DIESELS WERE NOT IGNORED by A.E. Brown. A perfect A-B-B-B-A set of KCS F7s was hauling the tanks of the 31st Division out of Camp Polk, La., on March 30, 1954. His first diesel photo is believed to be this view **(below)** view of the Burlington-Rock Island *Sam Houston Zephyr* 9901 at Ft. Worth on November 14, 1936. On March 13, 1939, EMC E3 demonstrator 822 **(bottom)** showed up at Central Station in Shreveport with no road name or lettering on its sides; a month later the unit became KCS 21. A.E. Brown had become interested in railroading through tower operators and station agents in his youth. He later photographed one of these men, T&P operator J.L. Ezernack **(opposite top)** handing up orders to the fireman of No.26 at Cut Off Junction on August 21, 1932. He photographed more than locomotives and trains and was quite fond of junctions like the SP's train order office **(opposite bottom)** at Lake Charles, La., shown on September 6, 1932. The MoPac crosses just beyond the building.





KANSAS CITY SOUTHERN rostered only two Fairbanks Morse H15-44s, the 40 and 41, built in 1949. The 40 was at Beaumont, Texas, on February 3, 1952. A.E. Brown was fascinated by junctions and towers, and family visits to New Iberia, La., gave him the opportunity to photograph the action on the SP and MP (below), such as the salt mine job from Jefferson Island with GP7 4200 on July 14, 1956. Compare the tower and order board at New Iberia with the "signal box" at Burgchlere, Hampshire, England, on April 30, 1956. Brown moved to England that year to work at the Brize-Norton Air Force Base and stepped back to a time of high-density steam railroading with Nineteenth Century manual block operation. The driver of the "7:40 a.m. Didcot" with 0-6-0 2214 is shown grabbing a block staff for the line he is entering.

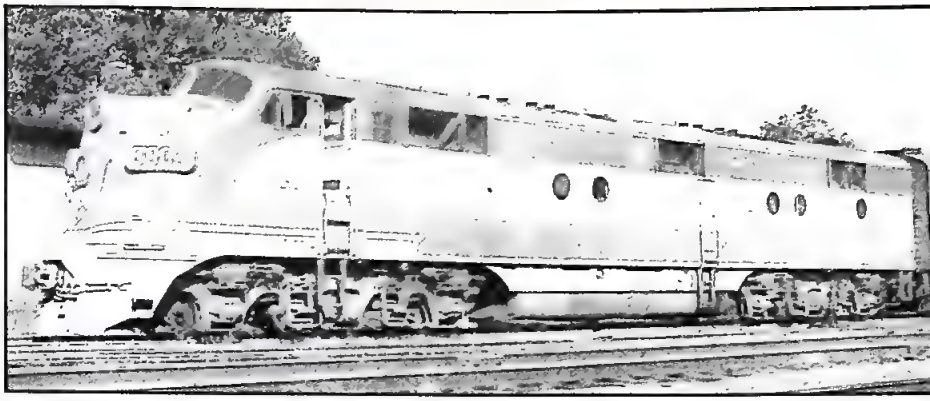
is long out of print. A second book planned, on the Texas & Pacific, failed to materialize, even though the T&P was one of A.E.'s favorite railroads and the subject of some of his best photographs.

By this time others had discovered

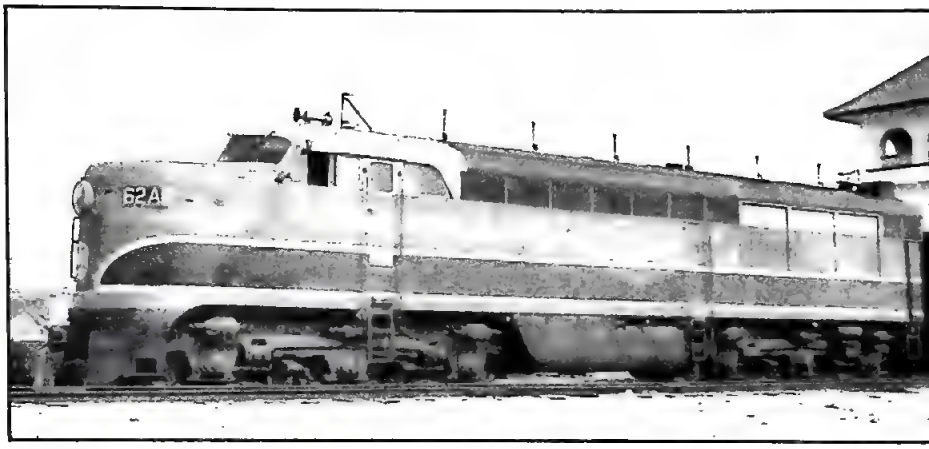
Brown's photographic talent, and his photos started appearing in the railfan press. Brown's photos are in such classics as Lucius Beebe's *Mixed Train Daily* of 1947 and *The Central Pacific & The Southern Pacific Railroads* in 1963.

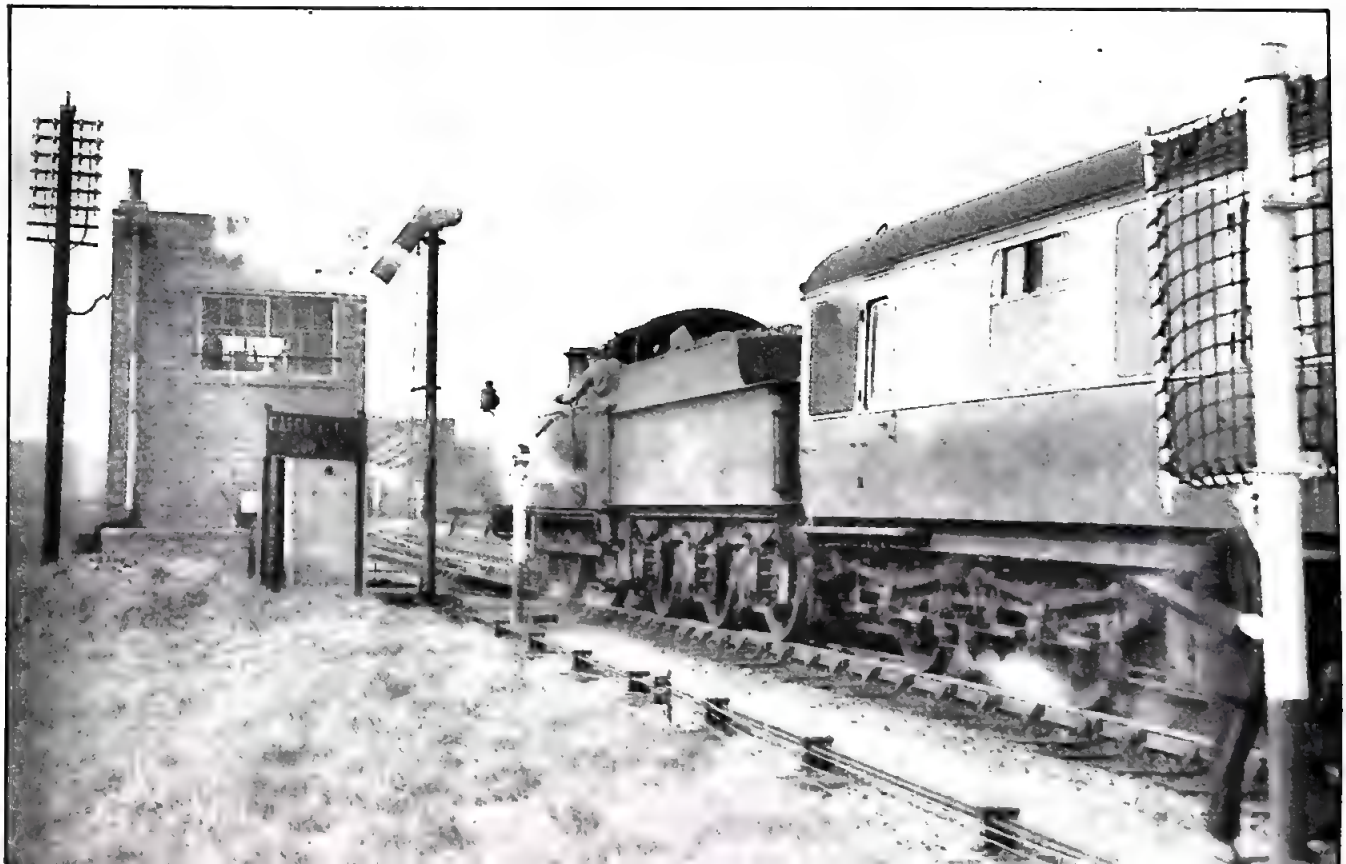
In 1954 Brown temporarily left Louisiana when he accepted a position at the post exchange of Sheppard Air Force Base at Wichita Falls, Texas, and to his great pleasure found the Ft. Worth & Denver Railway in only the early stages of dieselization with about 30 steamers still active. At that time he wrote: "You might say that time has moved back to about 1950 around here. Of course, there are signs of advancing dieselization. However, the joys of hearing steam whistles are here, including the Wichita Valley (FW&D) running right by the house with a freight each way six times a week (with little 400-class Mikes)."

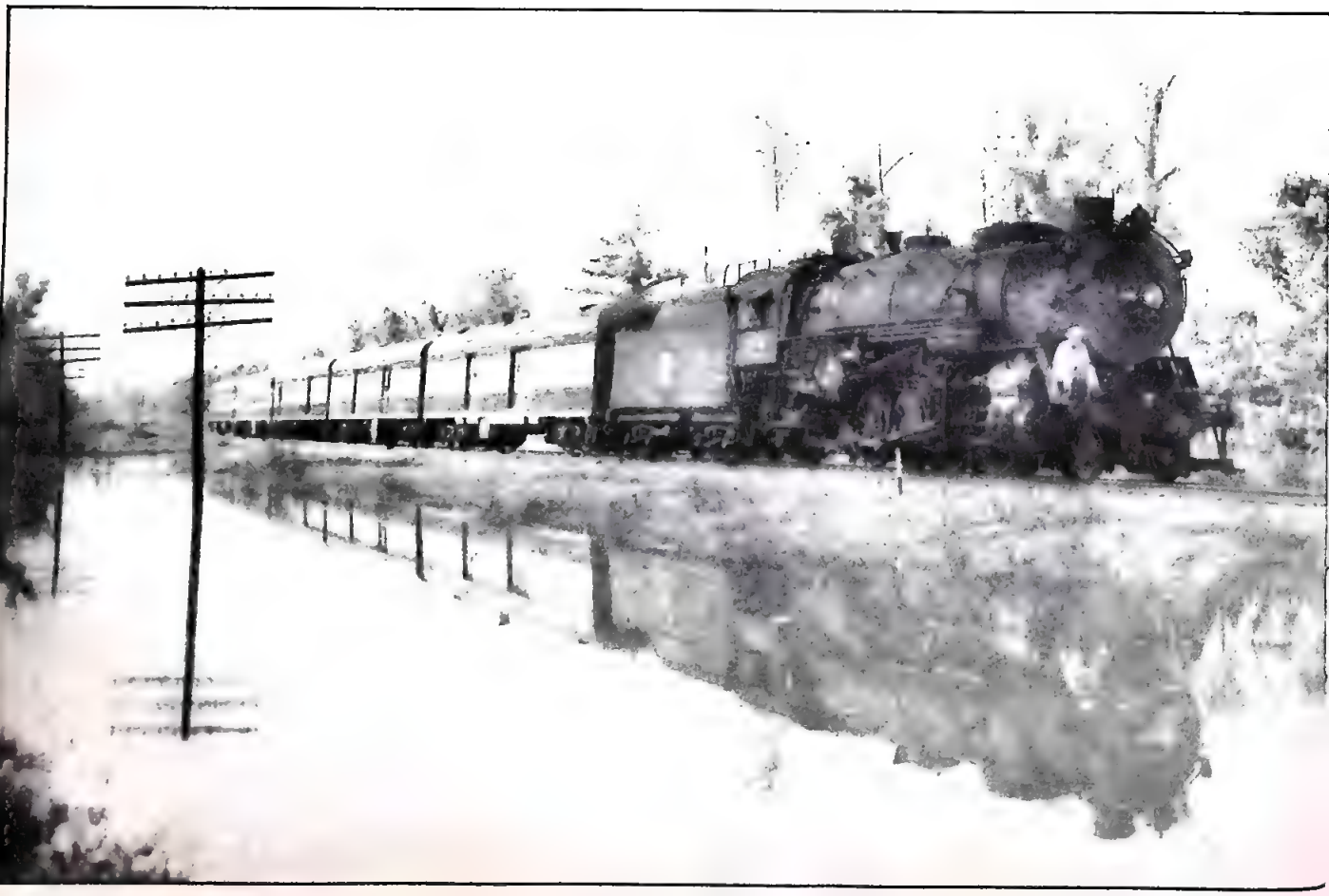
In June of 1956 time seemed to move backward again railroad-wise when Brown moved to Brize-Norton Air Force Base, England. About British Railways, he wrote: "Picture yourself in about 1885 including manual block operations on double track, staff operation on single track and many other things you have heard of but never seen, all working together much better than you would expect. The British are in many ways more thorough railfans than we are. One outfit publishes a book listing every locomotive on British Railways."

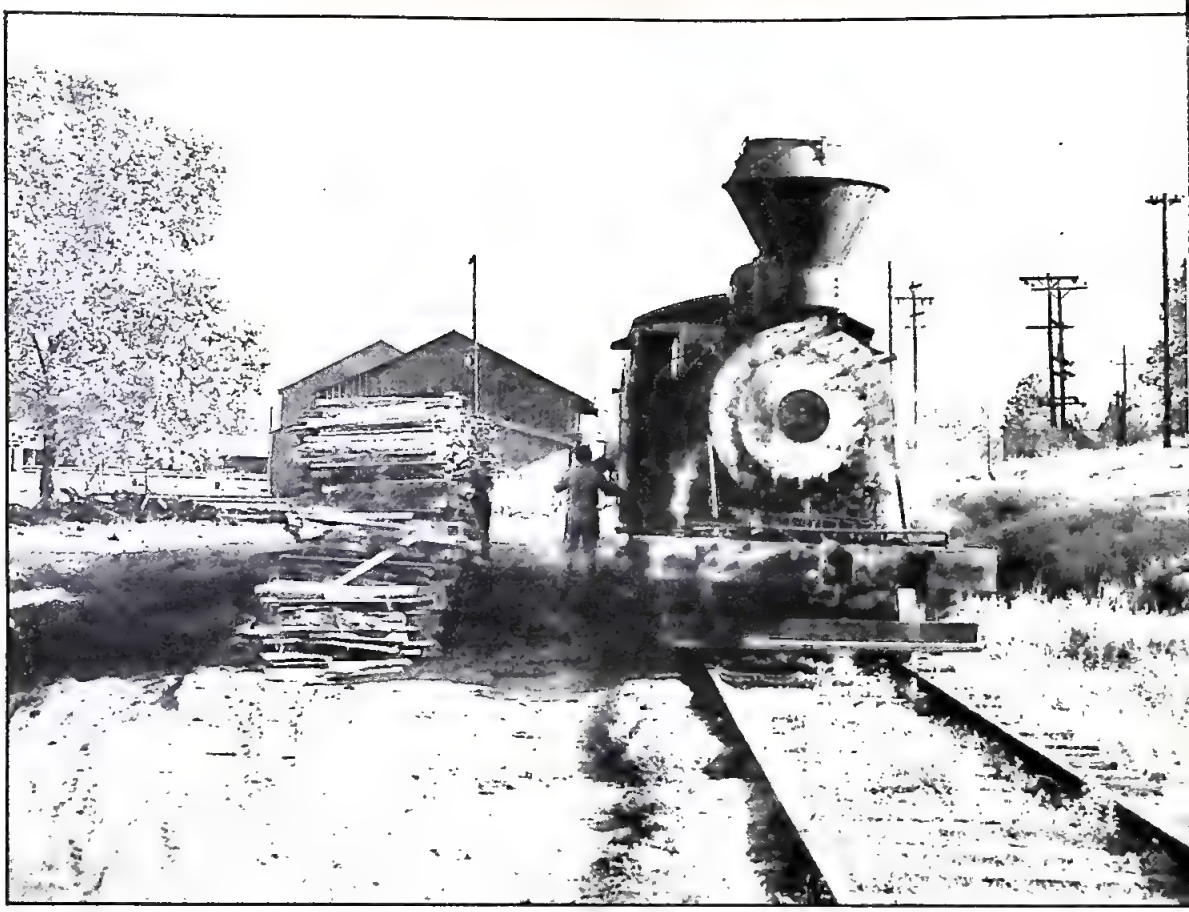


COLORFUL LIVERIES adorned the passenger diesels in Louisiana. The T&P E7 was at Alexandria on August 13, 1952. Before being bumped to freight duty, KCS Erie-Built 62A headed up a passenger train at Port Arthur, Texas, on February 25, 1951.



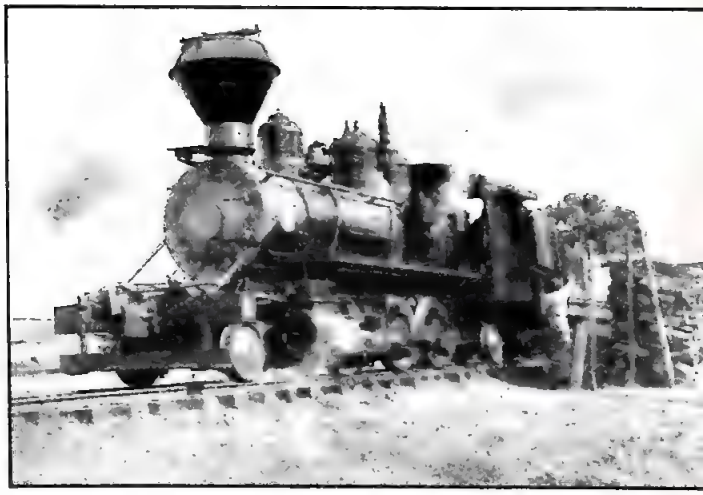






A.E. Brown returned to Shreveport in 1957 and set up practice as a Certified Public Accountant. By then his older cameras had been retired and he continued his photography with a 4×5 Graphic. Aside from his local railroads, he continued to haunt steam locomotive holdouts like the Bonhomie & Hattiesburg Southern and the nearby Moscow, Camden & San Augustine. He pursued excursion engines on the Burlington and the Union Pacific and was on hand to record both the *Flying Scotsman* and *American Freedom Train* on their cross-country trips. He widely photographed both freight and passenger cars, often in color. Diesels were still not something to be ignored, and he photographed the arrival of dieseldom's second generation on local railroads just as he had the arrival of the first generation in the 1930s and '40s.

The earliest dated A.E. Brown postcard-size negatives show little Texas & Pacific Ten-Wheelers in T&P's "Hollywood Yard" at Shreveport in 1931, although some 116-size negatives of T&P subjects in his collection are believed to have been made earlier. In his 50th year of railroad photography, A.E. Brown, the man Lucius Beebe called "The Dean of Texas & New Orleans aficionados" died on June 14, 1981, and was buried in Shreveport.



THE STEAM ERA lingered surprisingly long in some places in the South. Louisiana Longleaf Lumber Company's Baldwin 2-6-2 No.7 earned the reputation for being the last woodburner in revenue service in the U.S., working the sawmill at Fisher, La., until 1967. It is shown here "wooding up" in 1960. Steam came to the rescue of the Texas & Pacific when spring rains flooded the line near Boyce, Louisiana. The T&P borrowed FW&D 2-8-2 454 to venture where no diesel would dare go, shown (**left**) on June 6, 1957. The Moscow, Camden & San Augustine (**opposite top**) in the piney woods of east Texas remained a steam holdout into the 1960s, offering mixed train service, as well. Brown tried a pan shot of 2-8-0 No.6 on train No.2 from Moscow to Camden in 1958, producing an unexpectedly dramatic image of a "mixed train daily" classic. In spite of the changes he saw over 50 years of photography, A.E. Brown never lost interest in his region's railroads and was always ready to share his enthusiasm.

Photo Train Through Arkansas

by Sandy Burton

Suppose you are the owner of a spin-off short line operating a 138-mile railroad through the beautiful Ozark Mountains with an all-Alco roster. You also are a railroad preservationist, owning some historic rolling stock. And you delight in the histories of old railroads, particularly if there are lots of photographs of vintage scenes accompanying the text. You wonder if in the future there will be photographic documentation of your railroad, particularly the scenic south end which is not readily accessible or heavily trafficked in daytime.

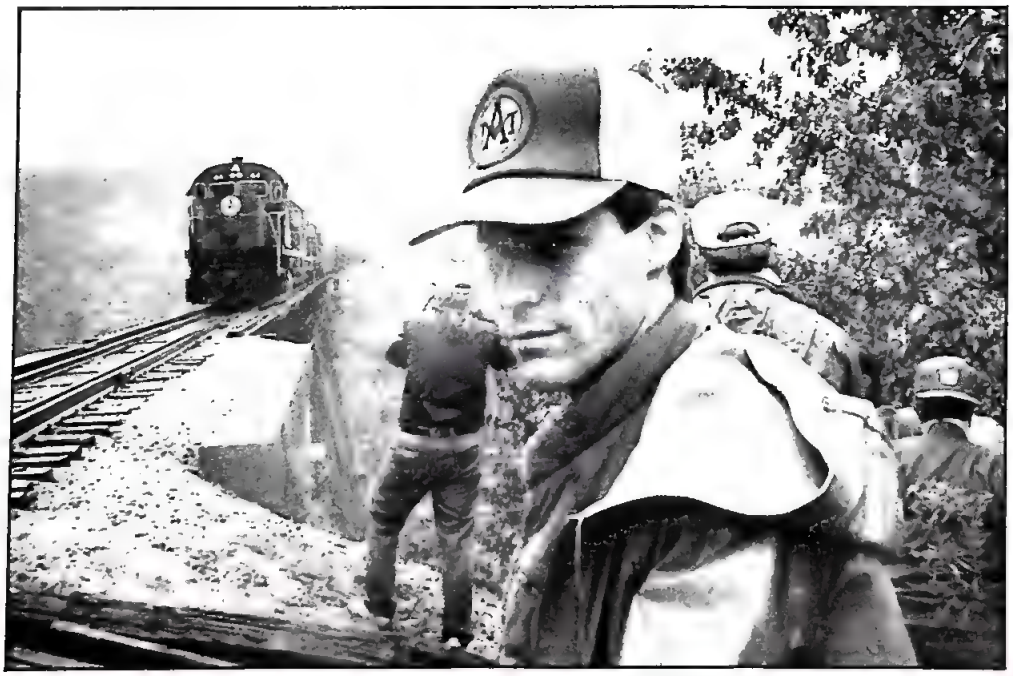
Within a year of start-up you have ten locomotives repainted in your deep red paint scheme, including five C420s, an RS32, three T6s and a classic RS1. Most of the recently purchased unrepainted engines are in storage as mechanical problems are addressed. Only two or three ex-D&H C420s are needed to supplement the repainted engines for the normal day-to-day operations. You decide it is time to enhance and abet the documentation of your railroad.

How do you do that? If you are Tony Hannold, president of the Arkansas & Missouri Railroad, you invite a select group of leading railfan photographers from around the country to ride a special photo train from Springdale to Fort Smith, when the fall foliage of the Ozarks is at its spectacular best. The photo train will consist of RS1 No. 22, the oldest roadswitcher on an operating railroad in the country, and a former B&M truss-rod combine built in 1899 and lovingly restored. This train will precede the Springdale-Fort Smith Turn, whose power will be a set of three matched C420s. The trip will occur on a Saturday, so the Turn which is normally a Monday-Friday operation will be annulled on Friday and run on Saturday instead. You will even have new heralds applied to the nose of every repainted C420 and RS32 on the roster so that the power looks its very best for the weekend. And, of course, all the engines will be given a bath before the big event.

I was fortunate to be one of the invited guests and jumped at the chance to visit this railroad. Having photographed the Hannold railroads on the Delmarva Peninsula on several occasions, I knew it would be a great show.

I arrived in Springdale, Arkansas, on Thursday evening and took advantage of the railroad's offer to ride the line in a hi-railer on Friday to help pick out photo locations for the Saturday trip. I was accompanied two local railfans, Martin Post and Bob Oswald, who did a fine job of handling most of the logistical preparations. We found numerous locations suitable for photographs, but since we had a limited time schedule (the Ft. Smith Turn normally needs about nine hours to make its round trip) we decided to limit our stops to places not accessible by road. The south portal of the tunnel at Winslow and at least two of the three spectacular trestles on the south side of Boston Mountain were obvious candidates. We planned on two trestle shots on the southbound run and one more on the northbound trip if time permitted. The other stop en route would be south of Rudy where the line

JAMES P. BELL



RANDY HANNOLD attends to his railroad's guests at Trestle No.3 south of Winslow as the freight approaches.

KODACHROMES: SANDY BURTON, EXCEPT AS NOTED

THREE C420s were lined up in front of the Springdale office for the Monett Turn (above) on Friday, October 23. The next day, both the photo train with RS1 22 (bottom) and the Fort Smith Turn (right) posed at the south end of the tunnel at Winslow. The rain was heavy as the photo train (below) returned north at Westfork.

KODACHROME: PETER SMYKLA, JR.

JAMES P. BELL

hugs the base of a sheer cliff to escape the nearby Frog Bayou. There would be additional opportunities at Ft. Smith, where the Turn job would do some switching.

Saturday's weather forecast was not good, as approximately 30 railfans from as far away as Massachusetts and California and friends of the railroad assembled under heavily overcast skies at the A&M Springdale headquarters. The planned consist of the Turn job had to be modified when C420 48 came down with a minor electrical problem. RS32 42 was sandwiched between C420s 46 and 44 as a replacement. Not one word of complaint was heard about the 32 as we headed south. Since our departure was nearly 30 minutes late, the photo train went directly to the first photo stop at Winslow Tunnel while the Turn did some local switching. Randy Hannold, son of Tony and assistant general manager of the railroad, had the photo train spotted just south of the portal while we recorded the scene from every

SANDY BURTON

conceivable angle. Our photo train pulled ahead to clear the site for the Turn, which eased out of the tunnel about 15 minutes later as a drizzle began to fall. Again we went through our paces with our cameras before reboarding the combine for the short run to Boston Mountain Viaduct No.2.

After we disembarked on the south end of the trestle, the RS1 and combine were spotted on the bridge. We took turns from each side of the track in an amazingly orderly fashion. Again the RS1 pulled ahead and the Turn replaced her on the trestle. By now the rain was coming down harder.

We decided to skip the stop at Viaduct No.3 because of our late departure and an overly long stop at the tunnel. We paused at Rudy to pick up beef barbecue sandwiches from a local restaurant. Rudy looks like it was just plucked out of a Western movie set. Two miles further south we photographed our train against the cliff backdrop as planned. And the rain continued.

Crossing the Arkansas River was delayed first by a westbound UP/MoPac train which had beat us to the diamond in Van Buren and then for 20 minutes while the lift bridge went through its cycle. The Turn had to wait another 20 minutes after the photo train cleared the CTC. By now the rain was a steady downpour. Still we burned film on the RS1 as it ran around the combine and on T6 12, the Ft. Smith switcher.

The Turn finally came in, set off its train and cleared up so the photo train could leave town first. By now there were serious concerns that the Turn would outlaw before returning to Springdale. The photo train's return trip across the river was delayed for several minutes by southbound UP train, which stalled momentarily leaving the A&M tracks just south of the bridge (the UP has trackage rights over the A&M bridge). With failing light, falling rain and a short-time train behind us, we ran non-stop back to Springdale. We made good time getting back with some quite legal 50 m.p.h. running through the low country on the A&M's well-maintained track.

It was a damp, bedraggled but very satisfied group of railfans who clambered down from the combine as dusk was settling in. By the way, it was 7:29 p.m. when the Fort Smith Turn blew for the crossing next to the Springdale office. They had come on duty at 7:30 a.m. Now that's cutting it close!

DAVID M. JOHNSTON

PRISTINE ALCO RS1 44 posed with the ex-B&M 1899 combine on Trestle No.3 (opposite top) and alongside Frog Bayou south of Rudy (above). The Ft. Smith Turn (left), normally a night job, posed at the Winslow tunnel for the photographers on October 24.

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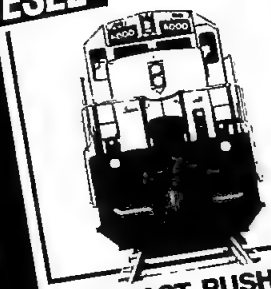

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Videos

BY MIKE DEL VECCHIO

New Arrivals

Everything Video, P.O. Box 313, New Brunswick, NJ 08903, has released two videotape transfers from classic 16mm color films in near perfect condition from the early 1950s. **"Nickel Plate Story"** is a 1952 promotional film produced by that railroad that features the gorgeous Alco PAs on passenger trains and Berkshires on freight. It follows three eastbound freights originating at Chicago, Peoria and St. Louis that are combined at Bellevue and hustled on to Buffalo. There is plenty of action here, in one of the better railroad promotional films. Full color, 20 minutes, $19.95.

"Big Trains Rolling" was produced by the Association of American Railroads in 1955 and features a cross section of the country during that time. It is primarily first generation diesels on passenger trains with steam and diesel on freight. There is footage on the TP&W, Western Maryland, Milwaukee Road, NYC, Santa Fe (FM C-Liners, no less!) and more. Freight operations include loading, classification and movement on trains. Full color, 25 minutes, $29.95.

"Collectors Series—Volume 2" from Hopewell Productions, 1714 Boardman-Poland Road, #15, Poland, OH 44514, contains two classic railroad films from the late 1940s featuring the Pennsylvania Railroad. "Thundering Rails" was shot on eight major railroads, including the Pennsy. As well as runbys with vintage equipment (streamliners and PAs) it contains a few "set up" scenes like four diesel sets (including Baldwin Sharks) side by side at speed. Black & white, 20 minutes. The second film on this tape is "Clear Track Ahead" is primarily Pennsy footage and is loaded with GG1s, road steam and modern duplexes. It also contains footage of the Altoona test plant, complete with a T1 4-4-4-4 at speed on stationary rollers. Black & white, 32 minutes. The total tape is 54 minutes and sells for $39.95.

"Cincinnati 1218" from Greg Scholl Video Productions, P.O. Box 123, Batavia, OH 45103, is the sequel to Greg Scholl's popular "Cincinnati 611." This new tape covers N&W 2-6-6-4 1218's September 1987 ferry move into Cincinnati and the subsequent trips to Danville, Ky. There are lots of runbys, broadside pans, footage from the cab and Erlanger Hill. Also included are N&W 4-8-4 611's Cincinnati to Portsmouth, Ohio, trips in July 1987. 57 minutes, $49.95.

"At The Throttle—CN Extra 6060 West" from Rail Innovations, 44 Parfield Drive, Willowdale, Ontario, Canada M2J 1C2, was filmed aboard CN 4-8-2 6060 by the operating crew as they were pulling a freight consist en route to SteamEXPO in Vancouver in 1986. The trip is through Fraser River Canyon from Boston Bar to Vancouver, B.C. The consist is a full train of Alberta Grain hoppers. Tape is a mix of cab action, runbys and helicopter footage. 40 minutes, #39.95.

Feature Reviews

"Narrow Rails Still Shine," by Railway Productions, 3627 North Rockton #304, Rockford, IL 61103. 56 minutes, $34.95, VHS or Beta.

As the program opens up, it's 7:30 a.m. and K36 Mikado 481 eases on to the turntable at Durango, Colorado. It's an impressive sight in the early morning light with the lingering steam in the cold mountain air. Similarly, 9:00 a.m. in Chama, New Mexico, as a sister K36 of the Cumbres & Toltec Scenic Railroad couples to its train. Also impressive. What follows is a well-excecuted and entertaining montage of both narrow gauge lines, set to very appropriate modern music. Then, the history of the Colorado narrow gauge is clearly explained. Still photos are intermixed with present day footage, computer generated maps, artwork and interviews with noted Colorado historians. Talking with people like Bob Richardson (founder of the Colorado Railroad Museum) and former narrow gauge employees turns an already interesting history into a true documentary. The Durango & Silverton and Cumbres & Toltec narrow gauge lines are then visited one at a time for a good look at each operation and their respective individual histories. There is also footage looking at the rest of the old D&RGW narrow gauge main line between Antonito and Durango.

Although the tape comes in a plain slipcase without fancy labeling, the program is a masterpiece, well thought out and organized. The program scenario flows comfortably. The camera and editing technique are superb with a tremendous variety of angles. Being interested in the Colorado narrow gauge but

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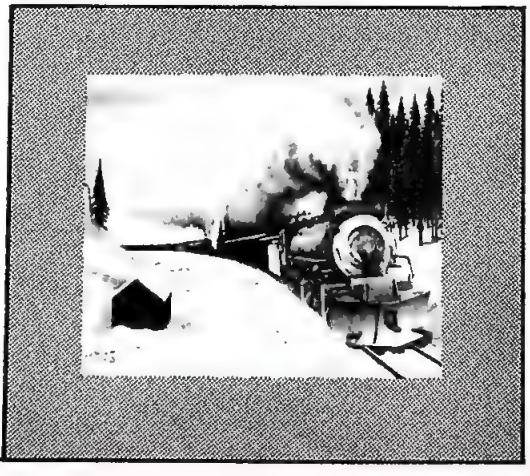


not totally familiar with its history, I was truthfully glued to the set for the length of the tape. The combination of footage, photos, historical information and anecdotes make this a production that even a non-railfan can watch and enjoy. It was shot on ¾-inch tape by Les Jarett, a TV news photographer/editor, and the images are clear and crisp. This is Les' first effort in the national market, and it sure is a beauty—M.D.

"Texas Steam Survivors," by Hopewell Productions, 1714 Boardman-Poland Road, #15, Poland, OH 44514. 40 minutes, $39.95, VHS or Beta, VISA and MasterCard accepted.

"Great Model Railroads—Volume 1," also by Hopewell Productions, 60 minutes, 39.95.

These Hopewell titles cover two unique subjects that are, in their own way, related. "Texas Steam Survivors" is a program on the Texas State Railroad, which operates about 30 miles between Rusk and Palestine, Texas, and hauls 75,000 passengers each year as a tourist line with steam locomotives.

The railroad has a roller coaster profile with grades well over 2%, and that its locomotives are gathered from a variety of other railroads. They include a former Tremont & Gulf 2-8-2, the last surviving AT&SF light Pacific and a former-T&P 4-6-0. The famous fantripping T&P 2-10-4 610 is stored on the property but is not operational at present. All the operational locomotives are painted, lettered and numbered for the Texas State Railroad.

The line has many quaint country town settings and a rare "pitless" turntable at Maydelle (about seven miles from Rusk). Trains depart at each end simultaneously and meet in the middle, and proceed to the opposite terminal (see May '84 R&R). With those grades, the locomotives really get a chance to work, and normal operation is a challenge for the crews.

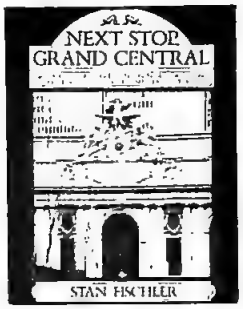
Hopewell has captured the character and personality of the Texas State Railroad. The trains are just the right size to make those locomotives work. The narration is informative and interesting, with personal interviews from railroad employees and patrons. There is also a nice mix of cab and runby footage, and the tele in a couple of spots really enhances those grades. Also, Hopewell had a camera out in front of the locomotive somehow, giving a "looking up from the track pacing" image. This is a very enjoyable and well edited tape on a subject not previously covered in the railfan video market.

"Great Model Railroads," on the other hand, is about the New England, Berkshire & Western HO scale model railroad at the Rensselaer Polytechnic Institute in Troy, N.Y. The club is sponsored by the college, with many students participating, and the layout is huge. The NEB&W is run very much like a real Class 1 railroad. With its time period in the 1950s, steam prevails with a few first generation diesels. The railroad has the heavy traffic of the D&H with the charm of the Rutland, as it encompasses geographic elements of both. The NEB&W is famous for its realistic operation and close attention to detail in recreating actual towns and locations. The club uses a 20-train schedule during an operating session, and no train is on the layout more than once. The passenger trains feature back-to-back PAs, while 4-8-4s and 2-8-2s handle the freights. This model railroad is truly spectacular and has been covered in many model magazines.

On the video end, Hopewell had filmed this production like it would a real railroad. There are ground level runbys, pacing and pan shots, and Hopewell put their tiny "chip camera" in a variety of places for realistic "from the cab" and "from the tender" type viewing. Viewing the tape is more realistic than seeing the layout in person, for Hopewell has added real sounds to the model action, and the impact is tremendous. Instead of grinding toy motors, you get the labored exhaust of a real engine. The modelers should do so well in real life! Coupling, slack, brake action and even the cars rolling on the rails is heard. Particular attention was paid to get steam sounds synchronized to the speed of the models.

Later in the tape, members of the club are interviewed and discuss their own participation in the NEB&W. The production is fast paced, and the viewer is kept interested throughout. Computer graphics aid in understanding the track map, and appearances by Jim Shaugnessy and others add to the "railfan" interest. Allen Keller produced this tape and does a fine job with the interviews and narration. Hopewell's recording and editing facilities are among the best in the field and both productions are skillfully done.

What we have here is one tape of a real railroad, the Texas State, which looks and functions like a model railroad (freelanced locomotives, movie-set towns and no real purpose other than operation for its own sake) and one tape of a model railroad, the NEB&W, that looks and acts like a real railroad. In either scale, it is railfanning—M.D.



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(Continued from page 35)

road to San Manuel from Route 77 parallels the tracks all the way to the dumper. A mile or so east of Route 77 there is a large steel trestle which can be reached via a dirt road. At San Manuel the dumping operation, which includes lots of Alco smoke, is easily photographed from the highway. Lighting for photography is best in the afternoon. The San Manuel Arizona uses radio frequency 161.46 MHz.

An Arizona state map which shows the railroads and many of the secondary roads may be obtained at the tourist information center at the Phoenix Airport. It is an excellent resource no matter which railroad you are following in Arizona. Another item to carry with you as you railfan in this part of the country is plenty of liquid to drink. You are in the desert, and don't forget it.

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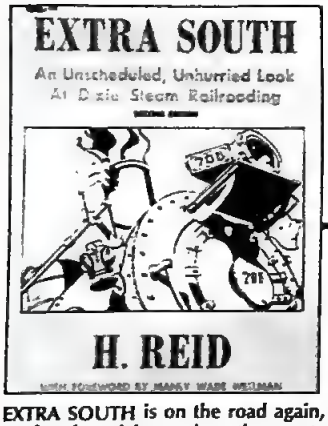

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Markers

BY JIM BOYD

Looking back at 1987

The warm breeze whipping into the open baggage car door carried the fragrance of coal smoke, and the hoot whistle of N&W 2-6-6-4 1218 seemed to flood the woods with sound as each tree in the deep stands of slash pine threw back its own minute echo, resulting in a lingering "presence" to the sound that you don't even get from mountain-country hillsides. With only 17 cars on her tail, the massive articulated was just loafing along at the self-imposed 40 m.p.h. speed limit, en route from Jacksonville, Florida, to Valdosta, Georgia, on November 15, 1987. I had been shoveling an early snow off my porch steps a few days earlier back in New Jersey, and I was immensely enjoying this last bit of summer weather. To the sound of the train and the passing countryside, I was mentally wrapping up the 1987 steam season. It had been quite a year.

N&W 2-6-6-4 1218 posed for a public night session in the Southern Railway yard in Jacksonville on Friday, November 13, 1987, hosted by the North Florida Chapter NRHS, which operated the articulated on trips to Valdosta, Georgia, on two weekends.

One thing for airline deregulation: it sure opens up a lot of travel possibilities that would have been unthinkable in other times. The steam year of 1987 had begun for me with a trip to Jacksonville in January to give a program for the annual banquet of the North Florida Chapter NRHS. I had taken a few extra days and gone by way of Atlanta and Birmingham with John Sistrunk. We got a glimpse of the 1218 in her final stages of reassembly, looking raw but awesome—a promise of things to come. It is still hard to realize that the 1218 has been with us for less than a year.

After spending the rest of winter and early spring amusing ourselves with the F45s and stack trains on the renewed Susquehanna, the steam season opened up with a roar as we heard about the 1218 making its first test run out of Birmingham on March 26. But closer to home, another big event was not to be missed: the first run of Pennsy K4 1361. After sweating out one minor problem after another, I got a ceremonial drenching at 8:57 p.m. on April 11 when the "Horseshoe Curve" K4 moved under her own power for the first time in nearly 30 years by belching out a smokebox full of wet soot all over me. It was worth it.

The Sunday, April 12, run on the Nittany & Bald Eagle provided a vivid image of the K4 brought back to life. Strangely, that was the only chance I had to see the K4 run in 1987, even though she made many trips. Magazine deadlines and conflicts with other events kept me away from Altoona.

I caught the 1218 on her first weekend of runs out of Roanoke on April 25-26 and a month later blew a big chunk of my income tax refund on a trip to Colorado to see the Union Pacific's 4-6-6-4 3985 on her run from Cheyenne to Laramie and back. Since it would probably be my last opportunity for a "long" trip before grappling with a monthly deadline, I teamed up with Marc Balkin in his "video van" and spent four days on the Durango & Silverton, staying at the Hermosa home of brothers Randy and Kevin Imfeld, whom I had known since grade school.

The Silverton line was much more interest-

[illegible] than I had expected it to be. I had been over it on an Illini Railroad Club excursion in 1959 and had not been back since; I was horrified at the stories about how Durango had changed. Well, just for the record, Charles Bradshaw and his people run a superb operation there, and it is a railfan attraction in a class by itself.

The Blue Mountain & Reading Railfan Weekend in June brought out Reading 4-8-4 2102 in authentic freight black, and the ol' "T-Hog" never looked better. Steamtown, meanwhile had converted Gettysburg's ex-CN 2-8-2 3254 into "Lackawanna" 1271, and ex-CPR 4-6-2 2317 could be found almost any day assaulting the grade to Mount Pocono. Steam over the summer was so plentiful that it could almost be taken for granted, at least in the Northeast.

Of course, the Roanoke NRHS Convention was a steam event that may well never be equaled, with 4-8-4 611 and 2-6-6-4 1218 performing side-by-side on the double track N&W main line. Labor Day Weekend found a Shay, small 2-6-2 and a Russian Decapod competing with a whole swarm of diesels and trolleys for attention at the Illinois Railway Museum. A brief stint at the throttle of the Frisco 2-10-0 was the highlight of the weekend, though. On the return from Illinois, we managed to tag Nickel Plate 2-8-4 765 on her first run of the season (Ft. Wayne to Peru and Lafayette, Indiana) and the 1218 again striding up Erlanger Hill out of Cincinnati for Danville, Kentucky.

BM&R's Reading 4-8-4 2102 ventured into New Jersey (along with a lot of other places in adjoining Pennsylvania) in September, but the event was compromised somewhat with a horrible "Bicentennial of the Constitution" banner scrawled all over her tender. I certainly hope she goes back to proper Reading again; she's too fine an engine to look like a circus act.

There was enough going on in October to keep me totally occupied doing nothing but chasing trains (Blue Mountain & Reading all over the place and NKP 765 in the New River Gorge, for instance), but the new monthly publication schedule was a severe reality and I could choose only one. Steve Lee had alerted me in May to reserve some time in October, though he wouldn't tell me at the time why. The Union Pacific's gray 8444 proved that I had made the right decision.

I had never been that fond of the 8444 before. She had always been a bit too shiny, and I never did care for silver driver tires. She just didn't look "right." Well, in gray (and even with C&NW yellow striping) she really looks "right" no matter how clean she is—but, man, does she *really* look good with a long day's worth of road grime on the gray!

The Cumbres & Toltec Scenic Railroad had not yet begun its operating season when I was out there in May, but it was operating on the Monday following the 8444 trip in October. Thus we stuffed five railfans (John Sistrunk, Mike Del Vecchio, Greg Nazarow, Craig Willett and myself) into one rented Chrysler mid-size and spent a beautiful day following a train in each direction over Cumbres Pass. I hadn't been to narrow gauge country since 1959, but in 1987 I had managed to catch both of the surviving operations. Very different in atmosphere from the Silverton, the C&TS is also a grand attraction. We are indeed fortunate to have both.

Thanks to a 1218 night photo session on Friday, November 13, in Jacksonville, I was able to wrap up the year the same way it started, as the guest of the North Florida Chapter. As the warm breeze drifted through the baggage car and the whistle hooted through the pines, I reflected upon 1987. Two articulateds. Three 4-8-4s. The Horseshoe Curve K4. Steamtown's new Mike. Shays at Cass. The Russian at IRM. Nickel Plate 765 on the Wabash.

And those are just the ones I was able to see. I had been unable to fulfill my promise to see Kentucky Railway Museum's handsome little L&N 4-6-2 152, and SP *Daylight* 4449 was under steam again briefly in Portland. Next year we should have another Reading 4-8-4: 2100, now completing overhaul at Hager-

TWO PHOTOS J.M BOYD

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stown. And then there's the Pere Marquette 2-8-4 and the Nickel Plate Mike at Indianapolis. Fortunately, as with the steam of 1987, we should be able to share these with you in 1988 through the pages of R&R.

The A down upon the Suwanee River prompted the thought, "Are *these* the Glory Days of resurrected steam we'll look back upon someday?"

The Index and binders

In the centerspread pages of this issue you will find the index for R&R Volume 6, January 1986 through December 1987. Because of the timing of the change from bi-monthly to monthly publication, this volume contains 14 issues so that we can go forward from now on with the twelve-issue volumes covering one calendar year. Those of you who keep your issues in binders have probably already noticed that you have run out of the wires that hold the issues in the binders (binders are made for twelve issues and come supplied with twelve binding wires).

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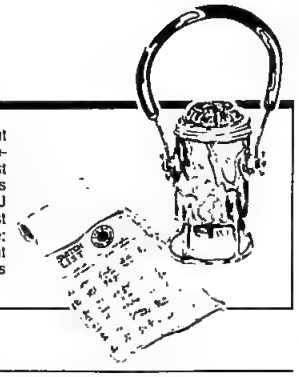

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century while maintaining it as an working Amtrak station.

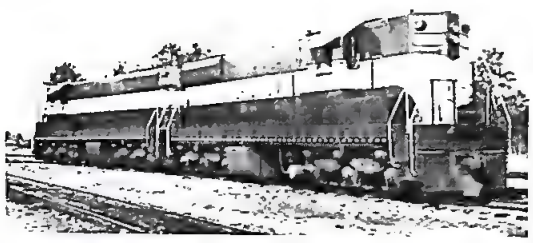
On November 6-8, 1987, the City held its first annual Railfair to promote the project and introduce the Northwest Rail Museum, a non-profit group with a goal to establish an "educational, interpretive and entertaining" rail museum at the Portland Union Station. If all goes well, it could be the only domestic railroad museum located at an active main line passenger station.

Many local railroad and historical groups participated in the Railfair, and quite a bit of equipment was on display on the station trackage. The two biggest attention getters were the 4449 (under steam) and SP&S 4-8-4 700.

The SP&S 700 was removed from its long-time resting place in Oaks Park on November 2 by the same diesel switcher that had put it there in 1958: Portland Traction Company SW1 100, now owned by Dick Samuels of Milwaukee, Wisc., who has restored it to its original paint scheme. The Pacific Railroad Preservation Association is hoping to have the SP&S 700 operating in 1989.

There was also representative equipment

next month in RAILFAN & RAILROAD



● **THE BAY LINE:** The Atlanta & St. Andrews Bay runs its road job at night, but there is still a lot to see and photograph on this smartly-operated modern regional railroad in Florida's Panhandle. John Sistrunk takes us for a close-up look.

MARCH 1988 ISSUE ON SALE FEBRUARY 1

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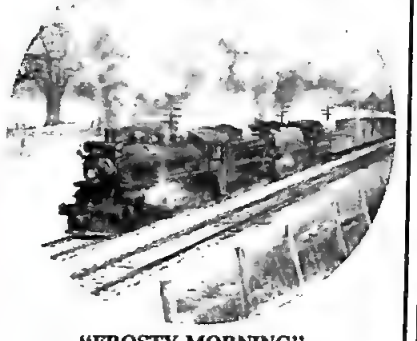

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from Amtrak, Burlington Northern, Southern Pacific, Union Pacific, Gunderson Inc. and the Port of Portland, not to mention a variety of hi-rail and passenger equipment. Of course, Doyle McCormack's Daylight Locomotive & Machine works F45 743 made an appearance. The three-day event attracted thousands of spectators and enthusiasts, even though the weather was wet and rainy for most of the weekend.

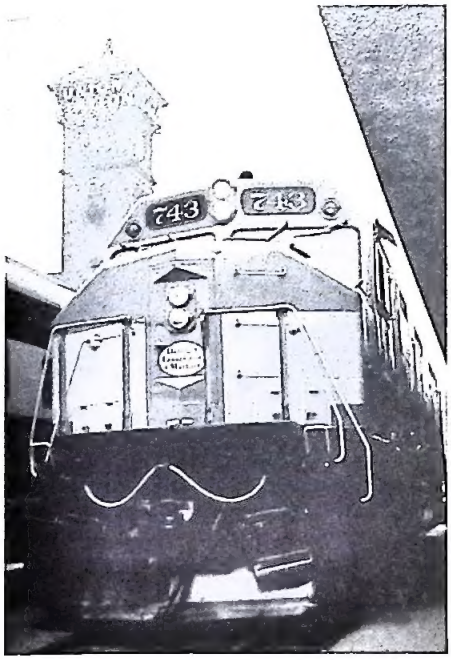
The museum project is already off to a good start as the City owns three steam locomotives and various other equipment. The Northwest Rail Museum will work closely with the Portland Development Commission but must stand on its own financially. It is soliciting support in the form of manpower and money. It has established the "Friends of the NRM," P.O. Box 19342, Portland, OR 97219, for that purpose. Interested parties are encouraged to contact them. A museum in Portland has a tremendous potential.

At the movies

There are two feature motion pictures presently making the circuit that will be of interest to railfans. "Matewan" was filmed in Thurmond, West Virginia, on the main line of the C&O and shows Nickel Plate 2-8-4 765 (March '87 R&R) in a couple of brief but important sequences. Of particular interest to anyone who has visited Thurmond will be the way the movie crew utilized the familiar trackside buildings, including that classic old passenger station. You will also get a kick out of the way they converted the enginehouse

PORTLAND'S RAILFAIR brought numerous pieces of equipment together at Union Station on November 6-8, 1987. A special treat was SP&S 4-8-4 700 (above), presently under restoration after having spent 30 years in Oaks Park. The following day SP 4449 and the 700 (below) departed for Brooklyn roundhouse.

JACK WHEELIHAN



DOYLE McCORMACK'S F45 743 posed under the clock tower at Union Station during Railfair.

into a hardware store (notice the locomotive-size doors still visible on the end). Almost all of the outdoor footage was shot in or around Thurmond.

The movie is based on actual events which took place in the 1920s in Matewan, W.Va.,

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which is located on the N&W but is no longer a suitable site for filming. The drama is well written and superbly acted, featuring James Earl Jones. The dialects are so authentic some of you may need a translator. Unfortunately, the film does not seem to be having much box office success and may soon be on the videotape market.

The other film with the intriguing name "Planes, Trains and Automobiles" is a comedy starring Steve Martin and John Candy, which promises to be a big hit. Unfortunately, the "Trains" part is rather brief. The story is about an up-tight executive (Martin) who has to team up with a slob salesman (Candy) to get home for Thanksgiving after his Chicago-bound plane is diverted by weather to Wichita (and the treatment they give that poor town could start another Civil War). The train they take is a "Contrack" passenger train filmed on the New York & Lake Erie with its ex-N&W high-nosed C425 1013, which "dies" in a grand display of Alco smoke. The rest of the movie is mindless fun.

Jim

KODACHROME: CAMILLE F. CHAPPUIS

PHOTO FREIGHTS were operated in November on the St. Louis, Iron Mountain & Southern (above) and Connecticut Valley Railroad Museum (below). The StLIM&S used ex-CO&E 2-4-2 5, shown at Jackson, Mo., on November 7, while CVRM's freshly-restored New Haven U25B 2525 made its debut on Railfan Day at Essex, Conn., on November 15. See page 28.

KODACHROME: MIKE DEL VECCHIO

AN "A" down upon the Suwanee River made an impressive scene (right) on November 7, 1987, as N&W 2-6-6-4 1218 wrapped up its 1987 excursion season with three North Florida Chapter NRHS trips from Jacksonville, Fla., to Valdosta, Ga. The engine is seen here westbound on the Suwanee River trestle at Fargo, Ga., on the Southern.

KODACHROME: RONALD FURTO

ROCK ISLAND REBORN? Not quite. The Elgin, Joliet & Eastern was delivering former-RI SW8 825 to Relco locomotive rebuilders at Minooka, Ill., on October 29, 1987. The EJ&E "Clay Pit Job" to East Morris usually gets the SD38 and SW1200; the RI unit was dead in tow.

ILLINOIS CENTRAL GP40 3100 sports the new "steam locomotive" black scheme (right) at Memphis, Tenn., on November 1, 1987.

KODACHROME: DAVID M. JOHNSTON

KODACHROME: MIKE THOMAS

KODACHROME: RALPH L. PHILLIPS

BAY COLONY RAILROAD has now painted GP7 1751 and GE 25-tonner 151 into their handsome livery. The Geep was on an October 24 outing at Rochester, Mass. If that 25-tonner (right) was any smaller, they wouldn't have room for the paint job! It was at Hyannis on September 5, 1987. See page 28 for details.

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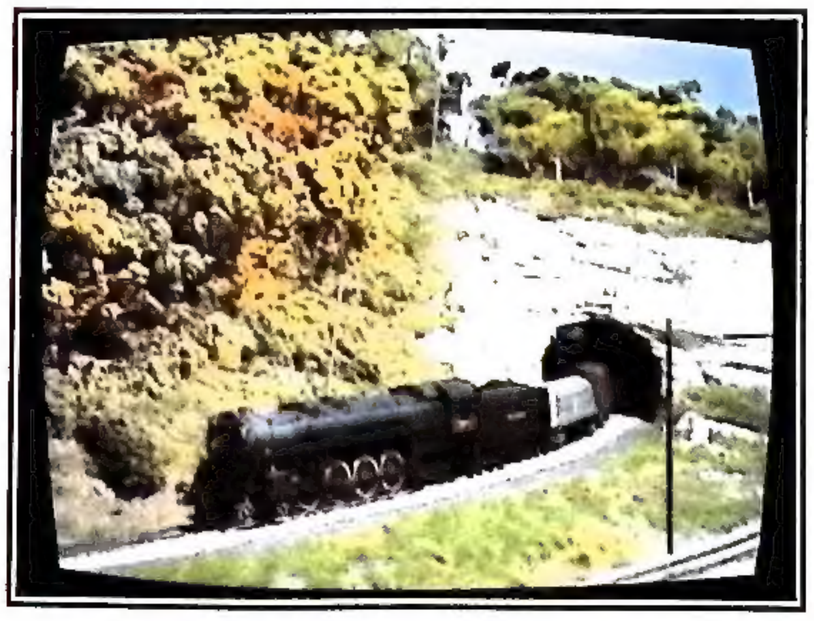

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